



# Annual Grant Application

FFY 2026

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# Introduction

As Minnesota prepares for the 2026 Federal Fiscal Year, the Department of Public Safety (DPS) Office of Traffic Safety remains firmly committed to its mission of eliminating fatalities and serious injuries on our roadways. This commitment comes at a critical time—preliminary data from 2024 indicates 479 lives were lost on Minnesota roads, marking a sobering setback in the state’s ongoing traffic safety efforts. In response, Minnesota is intensifying its focus, strengthening evidence-based interventions, and expanding its collaborative strategies to reverse this alarming trend.

Rooted in a comprehensive, data-driven approach, Minnesota’s traffic safety initiatives target the four key human behavioral factors that consistently contribute to the majority of serious and fatal crashes: distracted driving, impaired driving, failure to use occupant protection, and excessive speed. Enforcement programs, educational campaigns, and community outreach will all be strategically designed to reduce the prevalence of these high-risk behaviors.

Recognizing that meaningful and sustained change requires innovation, Minnesota has adopted the Safe System Approach—a national best practice endorsed by the U.S. Department of Transportation. This framework promotes a holistic view of roadway safety, integrating infrastructure, behavioral programs, regulatory oversight, and emergency response, and ensuring the needs of all road users are addressed equitably and comprehensively.

To support this vision, Minnesota has taken significant steps, including the creation of the legislatively established **Data Analytics and Innovation Center** within the DPS Office of Traffic Safety. This center will serve as a statewide hub for traffic safety data integration, predictive analytics, and real-time insights. Its mission is to empower public safety professionals with advanced tools—including artificial intelligence and machine learning—to inform and deploy effective countermeasures. In 2025, the center will pilot a predictive analytics project in the St. Cloud region, leveraging technology to support data-informed decision-making for first responders.

Further, Minnesota’s **Advisory Council on Traffic Safety** and the well-established **Toward Zero Deaths (TZD)** program will provide oversight, coordination, and strategic guidance across all traffic safety efforts. These bodies, supported by the Data Analytics and Innovation Center, will ensure that policies, projects, and investments are grounded in sound data, equity-focused, and aligned with Minnesota’s goal of zero roadway deaths.

In summary, Minnesota’s traffic safety strategy is evolving to meet today’s challenges with a forward-looking approach centered on collaboration, innovation, and evidence-based practices. Through integrated planning and robust stakeholder engagement, the state is taking decisive steps to make its roads safer for all.

# Updates to the 3HSP By Program Area

## 2024-2026 State of Minnesota Triennial Highway Safety Plan Amendments

The first 3HSP for FFY 2024 – 2026 was submitted in June 2023. The following are adjustments made to the countermeasure strategy for programming funds and informed by the most recent annual report submitted under §1300.35 and changes to the performance plan (targets) developed under §1300.11(b)(3)(ii)(c).

### **Amendment #: 25-001**

**Project Name: Data Analytics and Innovation**

Project Number: #24-05-07

#### Is this a new project?

No. This is a supplement to an existing and ongoing project.

#### Funding amount being requested:

\$123,800

#### Use of funds:

Funds will be moved from Project #24-03-02. This project has not required the full amount of funding initially identified.

#### Sub-Recipient:

Minnesota IT Services (MNIT)

#### Description of planned activity if different from original/ and or new project:

There are no changes to the planned activities. The additional funding will be used to pay outstanding invoices for services rendered at the end of FFY24. These services include, but are not limited to, day-to-day maintenance of the MNCrash system, daily technical and help-desk support to users, and for developing and implementing enhancements to improve the efficiency for users and the quality of data inputted and outputted.

#### Type of funding:

NHTSA Section 405c

### **Amendment #: 25-002**

**Project Name: Planning and Administration**

Project Number: # 24-01-01, 25-01-01

#### Is this a new project?

No. This is a supplement to an existing and ongoing project.

#### Funding amount being requested:

- \$110,000 in additional funding is requested for FFY 2024. Our state fund appropriation was increased from \$494,000 to \$580,000.
- \$158,500 in additional funds is requested in FFY 2025 as the state funding appropriation increased from \$491,500 to \$650,000.

Use of funds:

Funds will be used for the Planning and Administration functions of the Office of Traffic Safety.

Sub-Recipient:

N/A

Description of planned activity if different from original/ and or new project:

No changes to any planned activities.

Type of funding:

NHTSA Section 402 funds

**Amendment #: 25-003**

**Project Name: Planning and Administration**

Project Number: # 24-01-01, 25-01-01

Is this a new project?

No. This is a supplement to an existing and ongoing project.

Funding amount being requested:

- \$110,000 in additional funding is requested for FFY 2024. Our state fund appropriation was increased from \$494,000 to \$580,000.
- \$158,500 in additional funds is requested in FFY 2025 as the state funding appropriation increased from \$491,500 to \$650,000.

Use of funds:

Funds will be used for the Planning and Administration functions of the Office of Traffic Safety.

Sub-Recipient:

N/A

Description of planned activity if different from original/ and or new project:

No changes to any planned activities.

Type of funding:

NHTSA Section 402 funds

**Amendment #: 25-004**

**Project Name: EMS Liaison**

Project Number: #25-05-02

Is this a new project?

Yes

Funding amount being requested:

\$50,000.00

Use of funds:

Funds will cover salary and fringe, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences and other public engagements that assist Minnesota in reaching it's goal of zero traffic fatalities.

Sub-Recipient:

Minnesota Office of Emergency Medical Services

Description of planned activity if different from original/ and or new project:

According to 2022 Fatality Analysis Reporting System (FARS) data, 42,514 people died in traffic crashes nationwide, but 42 percent of those were alive when first responders arrived. This project will provide for an Emergency Medical Services (EMS) personnel to serve as a Liaison between NHTSA, OTS, EMS clinicians, and other stakeholders to improve post-crash care and reduce traffic fatalities on our roadways. This assistance takes the form of education, training, and sharing of best practices.

Type of funding:

NHTSA Section 402 funds

**Project Name: Occupant Protection Program**

Project Number: #25-02-02

Is this a new Project?

No

Funding amount being requested:

No additional funding is being requested. Requesting to add additional eligible use code – UNATTD.

Use of funds:

Funds will cover salary and fringe, occupant protection/injury prevention liaisons, CPS technician needs/supplies for training, material development, development of interactive occupant protection website, seatbelt survey contractor, reasonable in/out state travel for training, meetings, traffic safety conferences, exhibit space fees, and maintaining certifications and professional development.

Sub-Recipient:

Minnesota Safety Council

Description of planned activity if different from original/ and or new project:

No changes to any planned activities.

Type of funding:

NHTSA Section 402 funds

**Project Name: MNCrash Updates**

Project Number: #25-05-07

Is this a new Project?

No

Funding amount being requested:

- Additional \$300,000.00 in NHTSA Section 405c
- Reduce NHTSA Section 402 funds from \$300,000.00 to \$50,000.00

Use of funds:

Funds will cover user support, maintenance, troubleshooting, and enhancements to Minnesota's crash reporting system, MNCrash.

Sub-Recipient:

MNIT/Integration Architects

Description of planned activity if different from original/ and or new project:

No changes to any planned activities.

Type of funding:

NHTSA Section 402 funds and NHTSA Section 405c

**Project Name: Traffic Safety Resource Prosecutor (TSRP) – Drug Recognition Evaluator (DRE)**

Project Number: #25-03-12

Is this a new Project?

Yes

Funding amount being requested:

\$150,000.00

Use of funds:

Funds will cover salary/fringe and indirect for an FTE, administrative support costs, reasonable in/out state travel costs, supplies and training, association/membership fees, and rental space.

Sub-Recipient:

TBD

Description of planned activity if different from original/ and or new project:

This project provides for a grant-funded TSRP position specific to drug-impaired driving in support of the DRE program, and acts as a resource for both prosecutors and DREs statewide.

Type of funding:

NHTSA Section 405d

**Amendment #: 25-005**

**Project Name: Enforcement Cities & Counties**

Project Number: #25-04-01

Is this a new project?

No

Funding amount being requested:

- Reduce BIL NHTSA 405h FHLE from \$300,000.00 to \$173,290.95
- Add BIL NHTSA 405G BGLE for \$126,709.05 totaling \$300,000.00

Use of funds:

Pedestrian Traffic Enforcement and Education

Sub-Recipient:

Local Police and Sheriff's Offices in the location:

Ramsey County, Maplewood, Mounds View, New Brighton, North St. Paul, Roseville, St. Anthony, and White Bear Lake.

Description of planned activity if different from original/ and or new project:

No changes to any planned activities.

Type of funding:

NHTSA Section 405h and 405g

**Amendment #: 25-006**

**Project Name: Statewide TZD Conference**

Project Number: #25-06-01

Is this a new project?

No

Funding amount being requested:

Additional \$214,475.00

Use of funds:

Plan, facilitate, and market the annual TZD conference.

-

Sub-Recipient:

Department of Transportation

Description of planned activity if different from original/ and or new project:

No changes in planned activity.

Type of funding:

NHTSA Section 402 funds

**Project Name: TZD Admin and Outreach**

Project Number: #25-06-13

Is this a new project?

Yes



Funding amount being requested:  
\$80,355.00

Use of funds:

Funds will cover salary and fringe, reasonable in / out state travel for attendance, vending, and / or facilitation assistance at traffic safety seminars/conferences to assist in reaching Minnesota goal for traffic fatalities. Office printing/copying, postage, software related to traffic safety projects are also funded.

Sub-Recipient:

Regents of the University of Minnesota

Description of planned activity if different from original/ and or new project:

- This project will deliver the support and coordination needed to maintain the Statewide Minnesota Toward Zero Deaths (TZD) program.
- Support the TZD Conference, TZD Leadership Team, TZD Website and TZD Materials.

Type of funding:

NHTSA Section 402 funds

**Project Name: Traffic Safety Task Force**

Project Number: #25-06-09

Is this a new project?

Yes

Funding amount being requested:  
\$20,000.00

Use of funds:

Salary, Fringe and indirect cost of administrative support. In-state travel expenses for local meetings.

Sub-Recipient:

Regents of the University of Minnesota

Description of planned activity if different from original/ and or new project:

This project will provide administrative support to the DWI Task Force. Plan, facilitate online and in person meetings. Provide agendas and update meeting minutes to be distributed.

Type of funding:

NHTSA Section 402 funds

**Amendment #: 25-007**

**Project Name: Speed Safety Study**

Project Number: 25-05-05

Is this a new project?

Yes – it is not a current project in the 2025 Annual Grant Application but is a continuation from FFY24.

Funding amount being requested:

\$11,550.00

Use of funds:

Funds will cover salary and fringe, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota's goal for traffic fatalities, and operating expenses/software related to the program.

Sub-Recipient:

Sprattler Group

Sub-Recipient type of Organization:

For profit

Eligible use of Funds

TR

Countermeasure Strategy (program area)

Traffic Records

Description of planned activity if different from original/ and or new project:

To gain an understanding of the use of Speed Safety Cameras in Minnesota. The study will look into and report on the process and associated policies for the issuance of a citation to the owner of a motor vehicle or the lessee of said motor vehicle resulting from a speeding violation detected by a speed safety camera system. Insight attained from this study will be used to inform or guide future policy.

Type of funding:

NHTSA Section 402 funds

**Amendment #: 25-008**

**Project Name: Data Evaluation and Collaboration**

Project Number: 25-05-06

Is this a new project?

No

Funding amount being requested:

\$501,000

Use of funds:

IIJA Section 402 funds to be utilized a traffic safety data analytics project.

Sub-Recipient:

MN DPS-MINIT to Google and Nerderly, Inc.

Description of planned activity if different from original/ and or new project:

This funding will cover the ongoing maintenance, operations and support services for the Data Analytics project the MN DPS-OTS is undertaking.

Type of funding:

NHTSA Section 402 funds.

**Amendment #: 25-009**

**Project Name: Enforcement DWI TS Officers**

Project Number: 25-03-03

Project Agreement #: A-OFFICR25-2025-COLHTSPD-026

Organization Type: City

Location: Statewide

Change in project - Funding decrease:

- \$73,965.00 ENF\_AL
- \$28,770.00 ENF\_DG
- \$47,265.00 PT

**Project Name: State Patrol Enforcement**

Project Number: 25-04-08

Project Agreement #: A-MASPENFR25-2025-PATROL-002

Organization Type: State government

Location: Statewide

Is this a new project?

No, this is an existing project.

Funding of Federal funds requested:

- \$102,735 164AL
- \$97,265 405D

Eligible Use of funds GTS code:

- 164 ENF\_AL
- 405d M6OT

Sub-Recipient:

Minnesota State Patrol

Description of planned activity if different from original/ and or new project:

No change to planned activities.

Type of funding:

IJA Section 164 Transfer and IJA Section 405d Impaired Driving Low

Counter Measure Strategy:

Police Traffic Services – Short Term, High Visibility Enforcement

**Project Name: Occupant Protection Program**

Project Number: 25-02-02

Project Agreement #: A-MASPENFR25-2025-PATROL-002

Organization Type: State government

Location: Statewide

Change in project – Funding decrease:

\$125,000.00 M1\*OP

**Project Name: Corona Insight Seat Belt Survey**

Project Number: 25-02-02

Project Agreement #: Contract # 194842

Organization Type: Non-Government

Location: Statewide

Is this a new project?

Yes

Funding of Federal funds requested:

\$125,000.00

Eligible Use of funds GTS code:

405b M1\*OP

Sub-Recipient:

Corona Insights

Description of planned activity if different from original/ and or new project:

This NHTSA-approved observation of statewide seat belt use survey both captures data that assists in evaluating the success of applies occupant protection related efforts and identifies opportunities to implement future strategies related to encouraging Minnesotans to buckle up. Project activities include training observers, collecting seatbelt use data at pre-designated locations, compiling and analyzing the data, and completing the final report.

Type of funding:

IIJA Section 405b

Counter Measure Strategy:

Occupant Protection

## **Amendment #: 25-010**

### **Project Name: Data Project Assessment**

Project Number: 25-05-06

Project Agreement #: Contract # 222317

Organization Type: For profit

Location: Statewide

### Change in project – Funding decrease:

- \$125,000.00 402 TR
- \$125,000.00 405C M3DA

Minnesota OTS will focus on the performance measures that were not met in the previous fiscal as outlined in the 2024 Annual Report. Like many states, Minnesota continues to experience a significant increase in high-risk driver behavior and this manifested by the lack of progress in the following performance measure categories:

### 2023 Performance Targets were not met in these areas:

- Traffic Fatalities: 441.0 (Target – 352.4)
- Serious injuries – 1,856.2 (Target – 1,463.4)
- Fatalities per 100 million VMT: 0.803 (Target - 0.582)
- Alcohol-Impaired driving fatalities: 133.6 (Target – 103)
- Drivers under age 21 involved in fatal crashes: 58.4 (Target – 48)
- Motorcyclist fatalities: 71 (Target – 56)
- Unhelmeted motorcyclist fatalities: 42.2 (Target – 38)
- Speed-related fatalities: 134.6 (Target – 127)
- Pedestrian fatalities: 48.8 (Target – 47)
- Unrestrained MVO fatalities: 97 (Target – 94)

Minnesota will continue to address these areas using existing countermeasure strategies which will be supplemented with state resources. Our DWI/Traffic Safety Officer program continues to be highly effective. Similarly, we will expand our highly effective DWI court program as resources allow. The state supported programs outlined above will also contribute to these efforts by providing significant additional resources.

On a positive note, Minnesota is the third safest state based on fatalities per 100 million VMT and is lower than the national average for alcohol impaired fatality rates. Minnesota also remains a High Use state for occupant protection with a 94.7% compliance rate and is also a Low Incidence state for impaired driving. Per 100 Million VMT, Minnesota's rate (.17) matches the rate of the best state's alcohol impaired driving fatalities for 2023.

### Continued issue facing Minnesota

During the 2023 legislative session, Minnesota law makers passed legislation legalizing the recreational use of Cannabis products. Based on what we have learned from other states who have passed similar laws, we do expect that when widespread availability occurs in 2026 that there will be impacts to traffic safety. We have and are continuing to aggressively work on public education and outreach in order to ensure that any potential consumer is fully aware of the laws (impaired driving specifically) and regulations that will apply.

Minnesota OTS fully supports the Minnesota DRE/DEC program and will continue to do so. In the lead up to Cannabis Legalization, we have aggressively expanded the DRE program and training opportunities and currently have over 350 DREs working in all areas of the state. The DRE program is supported by our current and expanding law enforcement phlebotomy program.

### **PP&E strategies**

Public Participation and engagement is a cornerstone of our approach to solving difficult traffic safety challenges. Roadway safety is most strongly influenced at the local level and PP&E is the vehicle that opens those doors. In 2025, Minnesota OTS has brought on board a talented and well-connected public engagement contractor with the specific purpose of coordinating our PP&E efforts with our communities that data tells us are overrepresented in our crash statistics. Specifically, our Native American population and our urban BIPOC communities. Working with the DPS Tribal Liaison's Office and the DPS Community Affairs office, we are building relationships and having conversations that heretofore have not taken place in the depth that is needed. One result of these efforts was the first Tribal Traffic Safety Summit in more than 20 years. We expanded on these efforts and are in the process of conducting the 2025 Tribal Traffic Safety Summit. Based on community feedback, we plan to continue the summit in 2026.

Utilizing data, Minnesota OTS has identified two specific populations that continue to be significantly over-represented in our serious and fatal crashes, our indigenous Native American community and our Hispanic/Latino population. Working with our outreach coordinator and the DPS Community Affairs section, we are initiating engagement events and public meetings to learn what services and activities they feel would be most beneficial/effective for their people. As we learn from these events, we will make appropriate adjustments to our various projects and programs.

Minnesota OTS is also closely partnering with MN DOT on the construct of the 2025-2030 Strategic Highway Safety Plan. The SHSP process has and continues to involve extensive public engagement events and opportunities. Multiple regional TZD Workshops, Traffic safety Day at the Mall of America, and the Annual Minnesota TZD Traffic Safety Conference will provide extensive opportunity to engage and interact with a wide variety of our citizens and stakeholders.

### **Law enforcement programs that include community collaboration**

As part of a comprehensive program, Minnesota will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities as required under 23 U.S.C. 402(b)(1)(F).

# Occupant Protection

## Updates to Triennial HSP

No changes to the THSP work plan.

## Adjustments to Countermeasure Strategy for Programming Funds

Minnesota continues to be a high use state with a 94.2% compliance rate as noted in the most recent observational survey. In FFY 2026, Minnesota will continue to focus education, outreach, and enforcement programs on the final 5.8% of non-use occupants. We are also leveraging a new partnership with the Minnesota Safety Council as our new contracted Program Coordinator for both Occupant Protection and Child Passenger Safety.

The commitment of Minnesota's Office of Traffic Safety (OTS) to maintaining a robust Child Passenger Safety (CPS) program is evident through its partnership with the Minnesota Safety Council (MSC). The MSC plays a pivotal role in coordinating the CPS efforts statewide, led by a dedicated project coordinator and support staff. This coordination involves close collaboration with various stakeholders in roadway safety to uphold rigorous program standards.

In FFY 2025 Minnesota's program prioritizes making education and training accessible statewide, including in urban and rural areas, and will specifically target populations at higher risk, such as low-income groups and minority populations. This ensures that all residents have equal access to crucial safety information and resources.

## Changes to Performance Plan

No new performance measures have been added in the Occupant Protection program area.

# Impaired Driving

Updates to Triennial HSP

No changes to the THSP work plan.

## Adjustments to Countermeasure Strategy for Programming Funds

Minnesota is a low-incidence state with a variety of projects and programs that are designed to reduce and eliminate impaired driving offenses. Minnesota ranks only behind Utah (.05 BAC) in offenses per 100,000 residents. Our DWI/Traffic Safety Officer program is one of the most successful of all our programs. This project is substantially reducing impaired offenses and crashes in jurisdictions who we partner with. Our DWI Courts, Probation Liaison, and SBIRT project all contribute to our low incidence classification. Further contributing to our efforts is a strong and wide-reaching media and education component.

Several factors may be related to the increasing incidence of drugged driving. Some drivers may assume that because a drug is not illegal, or because a medication is prescribed, it is ok to drive after using it. Drivers are taking prescription medication more now than in the past and may not realize that mixing them with other prescriptions and/or alcohol has a negative effect. The legalization of recreational cannabis in 2023 may also be contributing to increases in drugged driving attributed fatalities in Minnesota. Enforcing drugged driving violations can be more challenging than alcohol-related violations due to the limitations of drug impairment detecting technology and the lack of an established per se limit to determine drug impairment. Until such science-based technology is developed, the best tool traffic safety professionals have is the DRE.

The following initiatives will be undertaken or expanded to reduce the number of fatalities in impaired driving crashes:

- DPS-OTS is planning to increase training as much as possible for law enforcement officers to recognize impaired drivers.
- DPS-OTS is continuing a rigorous expansion of our DRE program
- DPS-OTS conducted a pilot project evaluating oral fluid roadside screening for potentially drug impaired drivers. A report was submitted to the Legislature to consider expanding this program.
- DPS-OTS will encourage and support law enforcement agencies to conduct more high-visibility details.
- Minnesota added one additional DWI Court in FY25 and expects to add one more in FY26.
- Minnesota will continue to explore expanding DWI Courts throughout the state.

## Changes to Performance Plan

No new performance measures have been added in the Impaired Driving program area.



# Police Traffic Services

## Updates to Triennial HSP

No changes to the THSP work plan.

## Adjustments to Countermeasure Strategy for Programming Funds

The increase in speeding-related fatalities in the last three years continues to be of great concern. Although the five-year moving average for these fatalities had declined steadily from 2017 to 2019, sharp annual increases in speeding-related fatalities in 2020 and 2021 have abated somewhat but continue to be well above the pre-pandemic levels. This increase is consistent with national trends seen during the COVID-19 pandemic, where a surge in risky driving behaviors including speeding was associated with an increase in fatalities, even as vehicle miles traveled decreased.

DPS-OTS plans to continue its data-driven approach to target crashes involving speeding through the following:

- Based upon a recent data analysis to determine “hot spot” speed-related crash locations and roadway corridors, MN OTS has identified focus communities that will be encouraged to conduct sustained speed enforcement activities.
- DPS-OTS will use significant funding to conduct a summer long (May- September) high-visibility speed enforcement campaign.
- DPS OTS will continue to support the State Patrol enforcement projects.

Beginning in 2025 and continuing in FFY26, OTS is testing the effectiveness of the Road Safety Information Center (RSIC), a new analytics platform that uses multiple data sources to prevent fatal crashes. The pilot project began in May 2025 and runs through the 100 deadliest days of the summer. St. Cloud area law enforcement agencies are testing how well the platform forecasts high-risk crash areas and its usability for law enforcement on a daily basis. During the pilot project, the RSIC platform will use predictive algorithms, historical crash data from the OTS MnCrash system and Google maps to help law enforcement determine where to focus their traffic safety patrols. The model will look at past crash data to evaluate areas such as:

- Which days of the week are riskiest?
- What times of day are most dangerous?
- How might holidays affect crash risk?

The model will provide a crash score to show the risk level for different areas. This will help law enforcement be in the right place at the right time to help prevent crashes. Law enforcement will provide feedback so OTS can work with its technology partners on improving RSICs capabilities in 2026.

## Changes to Performance Plan

No new performance measures have been added in the Police Traffic Services program area because all behaviors related to enforcement are included.

# Traffic Records

Updates to Triennial HSP

No changes to the THSP work plan.

## Adjustments to Countermeasure Strategy for Programming Funds

### Crash Reporting

To align with the modernization of the Office of Traffic Safety's (OTS) crash reporting system, implementation of the MMUCC 6th edition was postponed last year. In FFY25, we committed to adopting all 26 SEDC-required elements, 10 recommended elements, and many additional ones. Development will begin in FFY26, with a goal of implementing at least 25% of these elements that year. This effort aims to improve the accuracy, standardization, timeliness, and accessibility of crash data to support data-driven traffic safety decisions.

### eGrants

Agate, the current e-grants vendor for OTS, is retiring the outdated system due to lack of ongoing support. Agate was also awarded the contract for the Department of Public Safety's (DPS) new electronic grant management system. The new platform, Intelligent Grant Solutions (IGX), is expected to begin accepting live applications in July 2025.

### Changes to Performance Plan

No new performance measures have been added in the Traffic Records program area.

# Community Programs

Updates to Triennial HSP

No changes to the THSP work plan.

## Adjustments to Countermeasure Strategy for Programming Funds

Minnesota will continue to expand program funds to community traffic safety programs using existing countermeasure strategies. Countermeasure strategies identified in the THSP are 3 stars rating or above. Project Teen Impact was introduced as a pilot project in FY 2024 and will be expanded in FY 2025. Project EMS Liaison was added as a project in 2025 and will continue to be supported in FY 2026.

For projects 26-06-11 and 26-06-03:

- Minnesota will update the performance target. This countermeasure strategy will address performance measure C-1. Approximately 40% of people who died in traffic crashes in 2021 were alive when first responders arrived, but later died ([https://www.ems.gov/assets/NRSS-Post-Crash-Care-Infographic\\_FINAL.pdf](https://www.ems.gov/assets/NRSS-Post-Crash-Care-Infographic_FINAL.pdf)). By making post-crash care more effective at saving lives, fewer persons will die because of their injuries in traffic crashes.
- Minnesota will update the Uniform Guidelines: Guideline #11, Emergency Medical Services. This countermeasure strategy was informed by part III of this uniform guidelines: human resources and training. Each State should ensure availability of continuing education programs. It was also informed by part X: evaluation. EMS system managers should evaluate the effectiveness of services provided to victims of medical or trauma-related injuries; evaluate resource utilization, scope of service, patient outcome, and effectiveness of operational policies, procedures, and protocols and evaluate both process and impact measures on injury prevention, and public information and education programs.

## Changes to Performance Plan

No new performance measures have been added in the Community Traffic Safety Programs area.

# Motorcycle Safety

## Updates to Triennial HSP

No changes to the THSP work plan.

## Adjustments to Countermeasure Strategy for Programming Funds

The increase in motorcyclist fatalities is of great concern to the Minnesota Office of Traffic Safety. The five-year moving average for these fatalities has increased from 64 fatalities in 2020 to 76 fatalities in 2024. Sharp increases in motorcyclist fatalities in 2022 (82) & 2024 (76) caused the average to rise to 71.8 per year over the 5-year span. A positive sign is that in 2023 the fatalities were lower than the previous year and under the average at 69 fatalities. The overall increase is consistent with national trends seen during the COVID-19 pandemic, where overall traffic fatalities rose 7% from 2019 to 2020, and fatalities among motorcyclists increased by 9%, even as vehicle miles traveled decreased 13% (NHTSA Report No. DOT HS 813 115 & DOT HS 813 118).

The Minnesota Office of Traffic Safety plans to continue its data-driven approach to target motorcyclist fatalities through the following:

- Expand and maintain motorcycle enforcement (unlicensed, speeding, and impaired riders continue to be the focus).
- Expand and improve training curriculum to include additional mid-level skill course(s) marketed to improve common crash causes and the skills necessary to avoid these scenarios. Although these courses haven't yet been developed, ongoing investment continues with a target implementation planned for 2026.
- Work with the Office of Communications on updated messaging, including new campaigns marketed to the most common factors affecting motorcycle fatalities. This would also include updated public service announcements to match ongoing legislation affecting both motorcyclists and motorists on public roadways.
- Move messaging across the state to follow the most up-to-date crash data.

The increase in the number of fatal and personal injury crashes involving a motorcycle and another vehicle in the high-risk metropolitan areas of Hennepin, Ramsey, Dakota, Anoka, Washington, Wright, and Carver counties are also of great concern to the Minnesota Office of Traffic Safety. This is being addressed by concentrating training and education opportunities in the metro counties where the most fatalities have been recorded.

The Minnesota Office of Traffic Safety has already begun to implement initiatives to increase motorists' awareness of motorcycles, compliance with motorcycle laws, and driver/rider safety in an effort reduce these crashes. In addition, education campaigns directed to motorcyclists to encourage licensure, continued training and use of protective gear have been ongoing as a major component of our marketing messaging.

## Changes to Performance Plan

No new performance measures have been added in the Motorcycle Safety program area.

## Media

### Updates to Triennial HSP

No changes to the THSP work plan.

### Adjustments to Countermeasure Strategy for Programming Funds

No updates will be made to the 3HSP countermeasure strategies at this time. Minnesota OTS will continue to evaluate and adjust creative assets and media placement based on data. We did not make changes to the countermeasure strategy because the current countermeasure strategy we used is the best rated for media purposes.

OTS will continue to emphasize the use of our developed talking points for agencies related to distraction, occupant protection, speed, pedestrian safety, and impaired driving, and the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

In 2026, the Office of Traffic Safety will continue to include funding in the full-service media contract for research and message testing, which can include telephone or email surveys and focus groups. Message testing includes the drivers' perception of the message, memorability of the concept, sentiment toward the concept and likelihood of behavior changes. All new creative development will go through testing from the identified target demographic, and report findings and results to the Office of Traffic Safety before the concept is fully developed.

The Office of Traffic Safety also works with our full-service media agency, to explore new media platforms before every campaign to increase our frequency of messaging and reach of the target demographic. New media platforms are constantly being added to media markets, so the OTS works with Linnihan Foy Advertising to evaluate the new emerging platforms and review current platforms to make sure we are reaching our target demographic with cost-per-impression in mind.

### Changes to Performance Plan

No new performance measures have been added in the Media program area because all behaviors related to media are included.

## Planning and Administration

Updates to Triennial HSP

No changes to the THSP work plan.

### Adjustments to Countermeasure Strategy for Programming Funds

As reported in Minnesota's FFY 2024 Annual Report, the following Program Management targets were set for FFY 2025:

- Strengthen and expand the DPS-OTS role in setting goals and priorities for the state's highway safety program
- Work in close cooperation with the Statewide Advisory Council on Traffic Safety to improve all aspects of traffic safety services and programs
- Identify highway safety problems and solutions to reduce fatalities and injuries on Minnesota roadways
- Provide direction, guidance, and assistance to support the efforts of public and private partners to improve highway safety
- Develop and maintain policies and procedures that provide for the effective, efficient and economical operation of the highway safety program
- Continue to expand technology to disseminate traffic safety information through the newly established Road Safety Information Center
- Coordinate and provide training opportunities and programs for Minnesota's traffic safety professionals
- Support the use of performance measures as an evaluation tool in the state's highway safety programs

Minnesota faces several challenges as we continue to move into FFY 2026. While we failed to meet our established performance measures in a number of categories, we will continue to work to improve in all of these specific areas. Therefore, Minnesota will continue its performance-based planning approach for the statewide traffic safety program as well as its other strategies for conducting and managing the state's highway safety program.

### Changes to Performance Plan

No new performance measures have been added to the Triennial Highway Safety Plan.

## Project and Subgrantee Information

A project template and instructions were developed to capture the project and subgrantee information for the AGA. The project information is organized by the following program areas identified in the 3HSP:

1. Occupant Protection
2. Impaired Driving
3. Police Traffic Services
4. Traffic Records
5. Community Programs
6. Motorcycle
7. Media
8. Planning and Administration

The AGA includes the following project and subgrantee information for each project receiving traffic safety grant funding from OTS during FFY 2026:

1. Project name
2. Project description
3. Federal funding source(s)
4. Project agreement number
5. Subgrantee(s) (if known)
6. Organization type
7. Amount of Federal funds
8. Eligible use of funds – GTS Codes
9. Planning and Administration costs (if applicable)
10. Whether a project is a promised project
11. The countermeasure strategy or strategies for programming funds
12. There are no promised projects for FFY 2026.

# Occupant Protection

## Project and Subgrantee Information

Project name	Occupant Protection Program
<b>Project description</b>	<p>Statewide - This initiative aims to educate and motivate the public to properly use available motor vehicle occupant protection systems. In addition, establish centralized leadership for Minnesota's occupant protection program, providing strategic direction, project coordination, and staffing. The program will integrate occupant protection efforts into broader traffic safety initiatives, leveraging statewide liaisons and grant programs based on comprehensive crash data analysis. It will also oversee grant administration, ensuring effective implementation and financial oversight while offering leadership, training, and technical support to state and local agencies.</p> <p>Training of OP professionals, educate the public, provide community CPS services, recruit and train CPS professionals, purchase and distribute car seats and OP surveys. Funds will cover coordinator salary and fringe, occupant protection/injury prevention liaisons, CPS technician needs/supplies for training, material development, development of interactive occupant protection website, seatbelt survey contractor (Corona Insights), reasonable in and out of state travel for training, meetings, traffic safety conferences, exhibit space fees, maintaining certifications and professional development.</p>
<b>Federal funding source(s)</b>	Section 405b
<b>Project agreement number</b>	26-02-02
<b>Subgrantee(s)</b>	Minnesota Safety Council
<b>Organization type</b>	Private Non-profit
<b>Amount of Federal funds</b>	\$50,000.00 M1TR \$649,000.00 M1* \$1,000.00 UNATTD
<b>Eligible use of funds – GTS codes</b>	M1TR, M1*OP, UNATTD
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	<p>Occupant Protection - Educating parents and caregivers about the critical importance of using child restraining systems that match the child's height, weight, age, and developmental stage. And the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.</p> <p>Prioritizing this education and training to be accessible</p>



	<p>statewide including in urban and rural areas, and specifically targets populations at higher risk, such as low-income groups and minority populations.</p> <p>Increase seat belt use statewide.</p>
<b>Project name</b>	<b>Seat Belt Survey</b>
<b>Project description</b>	This NHTSA-approved observational survey of statewide seatbelt use captures and analyzes data that assists in evaluating the success of applied occupant protection related efforts and identifies opportunities for future OP strategies.
<b>Federal funding source(s)</b>	Section 405b
<b>Project agreement number</b>	26-02-03
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	Contractor, Statewide
<b>Amount of Federal funds</b>	\$100,000.00
<b>Eligible use of funds– GTS codes</b>	M1*OP
<b>Planning and Administration costs (if applicable)</b>	NO
<b>Whether a project is a promised project</b>	NO
<b>The countermeasure strategy or strategies for programming funds</b>	Data Collection and Analysis

## Impaired Driving

### Project and Subgrantee Information

<b>Project name</b>	<b>Substance Abuse Courts</b>
<b>Project description</b>	<p>Statewide - This project supports high-risk, high-needs impaired driving offenders as participants as they complete treatment programs and participate in group therapies. Probation officers will conduct intensive supervision of participants and make multiple random visits weekly to conduct random intoxicating substance use testing. DWI Court teams will assist and support participants in achieving legal driving status, sobriety, mental health issues, securing employment &amp; housing, repairing familial relationships.</p> <p>This project also will support the activities specified in the Program Manual if applicable.</p>
<b>Federal funding source(s)</b>	Section 164AL & 164DG
<b>Project agreement number</b>	26-03-01
<b>Subgrantee(s)</b>	MN Judicial Branch and Tribal Courts
<b>Organization type</b>	State Government and Sovereign Tribal Courts
<b>Amount of Federal funds</b>	\$2,102,400.00 DUI_AL \$817,600.00 DUI_DG
<b>Eligible use of funds – GTS codes</b>	DUI_AL, DUI_DG
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	DWI Courts
<b>Project name</b>	<b>DWI Dashboard</b>
<b>Project description</b>	<p>Statewide - The DWI Dashboard integrates several different state databases relevant to DWI events. Users can enter selection criteria and view a list of DWI events or display those events on a generated map.</p> <p>This project aims to improve the quality of location and address data on DWI arrest reports to improve analysis and aid in enforcement efforts, crash reduction efforts, and roadway design. The crash reporting system has been integrated into the dashboard and mapping of old crashes continues.</p> <p>This project also will support the activities specified in the Program Manual if applicable.</p>
<b>Federal funding source(s)</b>	Section 164AL
<b>Project agreement number</b>	26-03-02
<b>Subgrantee(s)</b>	Bureau of Criminal Apprehension

<b>Organization type</b>	State Government
<b>Amount of Federal funds</b>	\$40,000.00
<b>Eligible use of funds – GTS codes</b>	EDU_AL
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Impaired Data Collection and Analysis
<b>Project name</b>	<b>DWI Traffic Safety Officers</b>
<b>Project description</b>	<p>Full time DWI/Traffic Safety enforcement officers will provide coverage in dangerous driving behaviors. In recent years, this project focused exclusively on impairment. Additional funds will provide a wider net with additional officers working primarily overnight shifts. A minimum of two Fridays and two Saturdays a month are required as part of the DWI/Traffic Safety Officer's schedule. Planned activity adjusted based on community feedback. Funds will cover salary and fringe.</p> <p>This project also will support the activities specified in the Program Manual when it is written. A copy of the program manual will be submitted to NHTSA for review when it is available.</p>
<b>Federal funding source(s)</b>	Section 164AL & 164DG & 402 PT
<b>Project agreement number</b>	26-03-03
<b>Subgrantee(s)</b>	County Sheriff's Offices and City Police Departments
<b>Organization type</b>	Local Government
<b>Amount of Federal funds</b>	\$2,000,000.00 ENF_AL \$900,000.00 ENF_DG \$490,000.00 PT
<b>Eligible use of funds – GTS Codes</b>	ENF_AL, ENF_DG, PT
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Reduce impaired driving crashes through enforcement, with additional focus on speed, belt use and distraction.
<b>Project name</b>	<b>State Judicial Outreach Liaison</b>
<b>Project description</b>	<p>Statewide - This project will provide for a Judge to serve as a liaison between NHTSA, OTS, and the district court judges and other stakeholders to reduce instances of impaired driving and impaired driving recidivism.</p>

	The State Judicial Outreach Liaison will also conduct training for judges and other stakeholders around the state on DWI Courts, ignition interlock, and other impaired driving issues.
<b>Federal funding source(s)</b>	Section 164AL
<b>Project agreement number</b>	26-03-04
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$36,000.00 DUI_AL \$14,000.00 DUI_DG
<b>Eligible use of funds – GTS codes</b>	DUI_AL, DUI_DG
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	DWI Courts
<b>Project name</b>	<b>Ignition Interlock (Vendor Oversight)</b>
<b>Project description</b>	<p>Statewide - The ignition interlock device program provides an option for participants to continue to drive legally while under a revocation or cancellation period determined by Driver and Vehicle Services and the participant's DWI history. The device is installed in the participant's vehicle and measures breath alcohol concentration level. If alcohol is detected, the vehicle will not start.</p> <p>This project provides for a lead worker who provides training on ignition interlock to stakeholders, and two vendor oversight liaisons who conduct ignition interlock service center inspections.</p> <p>This project also will support the activities specified in the Program Manual if applicable.</p>
<b>Federal funding source(s)</b>	Section 405d
<b>Project agreement number</b>	26-03-05
<b>Subgrantee(s)</b>	Driver and Vehicle Services
<b>Organization type</b>	State Government
<b>Amount of Federal funds</b>	\$350,000.00
<b>Eligible use of funds – GTS codes</b>	M6OT
<b>Planning and Administration costs</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Ignition Interlock

<b>Project name</b>	<b>Probation Liaison</b>
<b>Project description</b>	Statewide - The State Probation/Parole Outreach Liaison (SPOL) program provides for probation agents to serve as a statewide resource for state and county probation offices. This assistance includes best practices and training for probation to reduce impaired driving recidivism.
<b>Federal funding source(s)</b>	Section 164AL
<b>Project agreement number</b>	26-03-06
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$50,000.00
<b>Eligible use of funds – GTS codes</b>	NLET_AL
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	DWI Courts
<b>Project name</b>	<b>Retail Alcohol Vendor Enforcement</b>
<b>Project description</b>	Statewide - This project supports Alcohol and Gambling Enforcement agents to go into liquor establishments and conduct compliance checks for alcohol over-service and underage alcohol service. Alcohol vendors are held accountable for violations and additional training can be provided in order to ensure that patrons are not overserved or served underage, thereby reducing their risk of driving impaired.
<b>Federal funding source(s)</b>	Section 164AL
<b>Project agreement number</b>	26-03-07
<b>Subgrantee(s)</b>	Department of Public Safety, Alcohol and Gambling Enforcement
<b>Organization type</b>	State Government
<b>Amount of Federal funds</b>	\$150,000.00
<b>Eligible use of funds – GTS codes</b>	ENF_AL
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Alcohol and Drug Impaired Driving Enforcement
<b>Project name</b>	<b>BCA Lab Technicians</b>
<b>Project description</b>	Statewide - This project aims to improve toxicology turnaround times for impaired driving cases by funding two

	lab toxicologists and one lab supervisor. This allows for increased capacity for drug screening and confirmatory tests of samples and the ongoing study of drug use by category. This project also will support the activities specified in the Program Manual if applicable.
<b>Federal funding source(s)</b>	Section 405d
<b>Project agreement number</b>	26-03-09
<b>Subgrantee(s)</b>	Bureau of Criminal Apprehension
<b>Organization type</b>	State Government
<b>Amount of Federal funds</b>	\$400,000.00
<b>Eligible use of funds – GTS codes</b>	M6OT
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Impaired Data Collection and Analysis.
<b>Project name</b>	<b>eCharging</b>
<b>Project description</b>	Statewide – This project supports a DWI deployment coordinator for the training of law enforcement officers and other staff utilizing the eCharging system, and the resolution of eCharging service requests and technical questions.  Traffic Records funds also support a software re-write of the DWI module in eCharging to replace outdated components that have been identified as a security vulnerability or need improved accessibility. This project also will support the activities specified in the Program Manual if applicable.
<b>Federal funding source(s)</b>	Section 164AL & 405c
<b>Project agreement number</b>	26-03-10
<b>Subgrantee(s)</b>	Bureau of Criminal Apprehension
<b>Organization type</b>	State Government
<b>Amount of Federal funds</b>	\$200,000.00 TOX_DG \$577,000.00 M3DA
<b>Eligible use of funds – GTS codes</b>	TOX_DG, M3DA
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	Yes
<b>The countermeasure strategy or strategies for programming funds</b>	Alcohol and Drug Impaired Driving Enforcement. Impaired Data Collection and Analysis.

<b>Project name</b>	<b>Supplemental Administrative Ignition Interlock</b>
<b>Project description</b>	<p>Statewide - The supplemental administrative ignition interlock program provides for a coordinator or probation officer to assist drivers with ignition interlock enrollment, device installation, and to monitor the client's progress in the program.</p> <p>This project also assists drivers who may not otherwise be able to afford an ignition interlock device, with financial assistance towards their ignition interlock service fees and installation fees.</p>
<b>Federal funding source(s)</b>	Section 164L
<b>Project agreement number</b>	26-03-13
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$400,000.00
<b>Eligible use of funds – GTS codes</b>	II_AL
<b>Planning and Administration costs</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Ignition Interlock
<b>Project name</b>	<b>Responsible Server Training</b>
<b>Project description</b>	<p>Statewide - This project supports a responsible beverage service training program which provides training to individuals statewide to prepare them to provide consistent, quality training to local servers and managers on the responsible service of alcohol.</p> <p>Training curriculum will continue to be updated and will focus on preventing impaired driving crashes, injuries, and deaths by training regional trainers and industry staff. Regional trainers will go out into the community and train the staff of on-sale establishments to recognize impairment and provide them with strategies to prevent over-serving alcohol to customers.</p>
<b>Federal funding source(s)</b>	Section 164AL
<b>Project agreement number</b>	26-03-18
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$120,000.00
<b>Eligible use of funds – GTS codes</b>	EDU_AL
<b>Planning and Administration costs</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Responsible Beverage Service

<b>Project name</b>	<b>Traffic Safety Resource Prosecutor</b>
<b>Project description</b>	<p>Statewide - This project will provide for a Traffic Safety Resource Prosecutor (TSRP) to serve as a liaison between NHTSA, OTS, and the county and city prosecutors. Training and education on new DWI laws and court case rulings will be easily accessible to Minnesota law enforcement and prosecutors.</p> <p>The TSRP will provide brief findings, case consultation, community outreach, expert witness referrals, prosecutor training, research assistance, and resources.</p>
<b>Federal funding source(s)</b>	Section 405d
<b>Project agreement number</b>	26-03-21
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$200,000.00
<b>Eligible use of funds – GTS codes</b>	M6OT
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	DWI Courts
<b>Project name</b>	<b>OTS Staff Salary/Travel Impaired Driving Program Coordinators</b>
<b>Project description</b>	<p>Statewide - This project will provide for a coordinator(s) designated as the point(s) of contact for impaired driving. Coordinators provide expertise and ensure that the projects progress as planned. Funding levels are based on project complexity and allocation of funds per program area.</p> <p>The coordinator(s) will:</p> <ul style="list-style-type: none"> <li>Assist the Office of Communications with the technical aspects of print, electronic materials, and events as requested. Seek out and present new, well-researched projects addressing identified problems to the Office of Traffic Safety (OTS)</li> <li>Monitor assigned projects and advise project directors on administrative processes and program requirements</li> <li>Respond to legislative and media inquiries</li> <li>Participate in and provide expertise and support to coalitions and partnerships addressing traffic safety issues</li> </ul>
<b>Federal funding source(s)</b>	Section 405d
<b>Project agreement number</b>	26-03-22
<b>Subgrantee(s)</b>	Department of Public Safety, Office of Traffic Safety
<b>Organization type</b>	State



<b>Amount of Federal funds</b>	\$250,000.00
<b>Eligible use of funds – GTS codes</b>	M6OT
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Impaired Driving - To manage and oversee the Minnesota's OTS Impaired Driving Program.

# Police Traffic Services

## Project and Subgrantee Information

Project name	Enforcement Cities & Counties
<p><b>Project description</b></p>	<p>Statewide – Planned activity adjusted based on community feedback.</p> <p>The project will support enforcement activities and high visibility enforcement in cities and counties that have proven over-involvement in distracted, speed, unbelted, and impaired related crashes, non-motorist crashes, or crashes involving other identified contributing factors. Counties that experience among the highest numbers of traffic deaths and severe injuries also qualify for extra enforcement. High Visibility enforcement will include, but will not be limited to: “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled over” National Campaigns following the National Campaign Calendar, as well as the OTS enforcement calendar events other enforcement-based problem ID. Enhanced impaired driving enforcement will be conducted on weekends beginning the day before Thanksgiving and will continue on weekends in December. An additional campaign will be held leading up to the Labor Day holiday. The 100-deadliest days during the summer will continue to focus on speed enforcement as identified by crash data.</p> <p>This project will also support regular enforcement campaigns and special projects focused on enforcement and education related to speed, impairment, distraction, seat belt use, child passenger safety, pedestrian safety, and move over laws.</p> <p>Enforcement efforts will be combined with public information and outreach led by the Office of Communications and supported through paid media. Additionally, OTS encourages law enforcement partners to engage with the community and educate the public about dangerous driving behaviors.</p> <p>This project will support the optional activities specified in the Enforcement Program Manual, cover registration fees for enhanced traffic safety training and provide necessary equipment to enhance law enforcement’s knowledge and ability to conduct effective enforcement.</p> <p>This project will also support an Enforcement facilitator to</p>

	manage grant administration, and provide dispatching services to support the increased number of traffic stops resulting from this program.
<b>Federal funding source(s)</b>	Section 402, 405b, 405d, 164, and 405g
<b>Project agreement number</b>	26-04-01
<b>Subgrantee(s)</b>	Department of Public Safety, Office of Traffic Safety
<b>Organization type</b>	City, County, Tribal, and University Law Enforcement Agencies
<b>Amount of Federal funds</b>	\$1,400,750.00 PT \$2,250,000.00 ENF_AL \$500,000.00 M1HVE \$125,000.00 FDLIDC \$125,000.00 FDL*PT \$300,000.00 BGLE
<b>Eligible use of funds – GTS codes</b>	PT, ENF_AL, BGLE, M1HVE, FDLIDC, FDL*PT
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Police Traffic Services – Enforcement, Short-Term, High Visibility Enforcement. Number of Traffic Fatalities, Alcohol and Drug Impaired Driving, Unrestrained Passenger Motor Vehicle Occupant Fatalities, Speed Related Fatalities, Number of Pedestrian Fatalities.
<b>Project name</b>	<b>Traffic Incident Management (TIM)</b>
<b>Project description</b>	Statewide – This project supports the continued implementation of the Minnesota Traffic Incident Management (MnTIM) curriculum, which promotes nationally recognized best practices in responder safety, quick clearance, and unified command to reduce roadway incidents. Collaboration with key stakeholders, including OTS, MSP, and MnDOT, remains essential to advancing the effectiveness of TIM practices across Minnesota. The Minnesota Office of Traffic Safety (OTS) leads the initiative, coordinating statewide training and outreach efforts. A core component of the project is the enhancement of training data collection and reporting to meet Federal Highway Administration (FHWA) requirements. This includes accurate tracking of responder discipline, and training completion. Grant funding will expand TIM training efforts in Minnesota and strengthen interagency coordination, supporting progress toward the Federal Highway Administration’s goal of training 65% of emergency responders. With only 21.5% of responders currently

	<p>trained, continued investment is essential to close the gap and enhance roadway safety statewide.</p> <p>Funds will cover administration and implementation of Minnesota Traffic Incident Management (TIM) curriculum salary and fringe, in/out state travel and registration for attendance, vending, and/or facilitation assistance at traffic safety seminars, conferences and training. Office printing/copying, postage, software related to traffic safety projects are also funded.</p>
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-04-02
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$100,000
<b>Eligible use of funds – GTS codes</b>	PT
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	<p>Police Traffic Services: Support training programs, communication efforts, and outreach initiatives that enhance law enforcement capabilities in traffic incident response.</p> <p>Safe System Approach, Post-Crash Care: Promote a safe working environment for first responders and preventing secondary crashes through educating responders and implementing traffic incident management program statewide.</p>
<b>Project name</b>	<b>Enforcement Recognition</b>
<b>Project description</b>	<p>To recognize individual performances, Minnesota will use the following items: Hat-trick hockey sticks to acknowledge LEOs who make three impaired driving arrests during one continuous shift of work. Grand Slam baseball bats to acknowledge LEOs who make four impaired driving arrests during one continuous shift of work. TOP DWI ACE Plaques for LEOs who make five or more impaired driving arrests during one continuous shift of work. Baseball caps, baseball bats and hat pins for DWI Enforcer All-Stars to recognize superior totals of impaired driving arrests during the previous calendar year, in the metro area and in Greater Minnesota. In addition to the recognitions mentioned above, MN DPS OTS Challenge Coins will be given to LEOs whose nonimpaired driving enforcement efforts rise to a level worth</p>

	recognition during Seatbelt, Speed, and/or Distracted Driving enforcement efforts. The coins will also be used to recognize stakeholders whose innovation and execution of ideas promote the Toward Zero Deaths ideology or who otherwise make strides toward reducing serious injury and fatal crashes. The stakeholders could be in any of the five “E’s” of the TZD ideology—Enforcement, Education, Engineering, EMS, and Everyone.
<b>Federal funding source(s)</b>	Section 402 PT
<b>Project agreement number</b>	26-04-03
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$10,000.00
<b>Eligible use of funds – GTS codes</b>	PT
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Provide support to law enforcement agencies engaged in hi-visibility enforcement activities.
<b>Project name</b>	<b>Law Enforcement Liaisons</b>
<b>Project description</b>	Statewide - This project will support the Law Enforcement Liaisons (LEL). LELs serve as liaisons between the OTS and state, county, city, and tribal law enforcement agencies within their designated counties. They work to promote and encourage enhanced high visibility impaired driving enforcement and to encourage individual agency participation in traffic safety programs. The LELs provide the following information and technical assistance to law enforcement personnel: Encouragement for law enforcement to participate in national and state impaired driving mobilizations, County-specific and/or statewide impaired driving crash data obtained by OTS, Impaired driving informational material and handouts developed by OTS, Education for law enforcement on TZD efforts, encouragement for law enforcement to participate in Safe Road Coalitions within their county, multi-agency impaired driving enforcement planning meetings to encourage development of strategic enforcement plans, development of a strategic impaired driving enforcement plans including best practices and determining specific needs to expedite the plan. Funds will cover salary, fringe, and reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities. Necessary and reasonable operating expenses /software

	related to traffic safety projects will also be covered.
<b>Federal funding source(s)</b>	Section 402 PT
<b>Project agreement number</b>	26-04-05
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$400,000.00
<b>Eligible use of funds – GTS codes</b>	PT
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Provide training information and outreach to law enforcement agencies throughout the state.
<b>Project name</b>	<b>State Patrol Administrative Support</b>
<b>Project description</b>	Statewide - This project is administrative in nature and supports the day-to-day tasks of grants between the OTS and the Minnesota State Patrol.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-04-07
<b>Subgrantee(s)</b>	Minnesota State Patrol
<b>Organization type</b>	State Government
<b>Amount of Federal funds</b>	\$70,000.00
<b>Eligible use of funds - GTS Code</b>	PT
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Funding will cover salary and fringe for administrative grant activity.
<b>Project name</b>	<b>Minnesota State Patrol Enforcement</b>
<b>Project description</b>	<p>The project will support enforcement activities and high visibility enforcement in cities and counties that have proven over-involvement in distracted, speed, unbelted, and impaired related crashes. High Visibility enforcement will include, but will not be limited to: “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled over” National Campaigns following the National Campaign Calendar, as well as the OTS enforcement calendar events other enforcement-based problem ID.</p> <p>Enforcement will be combined with public information and outreach conducted by the Office of Communication. Enhanced impaired driving enforcement will be conducted on weekends beginning the day before Thanksgiving and will continue on weekends in December. An additional</p>

	campaign will be held leading up to the Labor Day holiday. This project follow the enforcement grant program for cities and counties, which is 0401, therefore, the program manual will support the activities specified.
<b>Federal funding source(s)</b>	Section 402, 164, 405e, 405b
<b>Project agreement number</b>	26-04-08
<b>Subgrantee(s)</b>	Minnesota State Patrol
<b>Organization type</b>	State Government
<b>Amount of Federal funds</b>	\$500,000.00 PT \$405,000.00 ENF_AL \$306,000.00 B8A*PT \$300,000.00 M1HVE
<b>Eligible use of funds – GTS codes</b>	PT, ENF_AL, B8A*PT, M1HVE
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Police Traffic Services – Alcohol and Drug Impaired Driving Enforcement, Short-Term, High Visibility Enforcement.
<b>Project name</b>	<b>State Patrol Professional Development</b>
<b>Project description</b>	Statewide - The project provides for travel expenses for the Minnesota State Patrol member's attendance at in-state and out-state traffic safety seminars/conferences. The idea is to bring peers and their ideas together to build community, connect, collaborate, and share solutions across regions to improve performance and culture.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-04-09
<b>Subgrantee(s)</b>	Department of Public Safety, Office of Traffic Safety
<b>Organization type</b>	State Government
<b>Amount of Federal funds</b>	\$50,000.00
<b>Eligible use of funds – GTS codes</b>	PT
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Communication and Outreach: Supporting Enforcement
<b>Project name</b>	<b>OTS Staff Salary/Travel Enforcement Program Coordinators</b>
<b>Project description</b>	Statewide - This project will provide for a coordinator designated as the point of contact for enforcement. Coordinators provide expertise and ensure that the projects progress as planned. Funding levels are based on project

	<p>complexity and allocation of funds per program area.</p> <p>The coordinator will:</p> <p>Assist the Office of Communications with the technical aspects of print, electronic materials, and events as requested. Seek out and present new, well-researched projects addressing identified problems to OTS</p> <p>Monitor assigned projects and advise project directors on administrative processes and program requirements</p> <p>Respond to legislative and media inquiries</p> <p>Participate in and provide expertise and support to coalitions and partnerships addressing traffic safety issues.</p>
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-04-22
<b>Subgrantee(s)</b>	Department of Public Safety, Office of Traffic Safety
<b>Organization type</b>	State
<b>Amount of Federal funds</b>	\$275,000
<b>Eligible use of funds – GTS codes</b>	PT
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.



# Traffic Records

## Project and Subgrantee Information

<b>Project name</b>	<b>Crash Outcome Data Evaluation System (CODES)</b>
<b>Project description</b>	<p>Statewide - The primary performance measures for this project are EMS/Injury surveillance system integration (I-I-I), and injury surveillance system data timeliness (I-T-I) measured by the following:</p> <p>Create and validate linked CODES data sets for 2023 through the first quarter of 2025. (Baseline: 0 of 9 quarters linked. Goal: 9 of 9 of quarters from 2023 – first quarter 2025 linked).</p> <p>Transfer the hospital-determined injury severity to the crash data after each completed crash/hospital linkage. (Baseline: 0 of 9 quarters with severity added to crash data. Goal: 9 of 9 of quarters from 2023 – first quarter 2025 with severity added to crash data).</p>
<b>Federal funding source(s)</b>	Section 405c
<b>Project agreement number</b>	26-05-01
<b>Subgrantee(s)</b>	Minnesota Department of Health
<b>Organization type</b>	State
<b>Amount of Federal funds</b>	\$250,000.00
<b>Eligible use of funds – GTS codes</b>	M3DA
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Traffic Records - The aim of this innovative countermeasure is to collect and analyze data in order to help identify problems and inform enforcement and outreach efforts.
<b>Project name</b>	<b>MNIT Support and Service ROAR</b>
<b>Project description</b>	Statewide - This project supports technical development and bug fixes for the Real-time Officer Activity Reporting (ROAR) system. The ROAR system is used for tracking time and activity for OTS enforcement projects.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-05-03
<b>Subgrantee(s)</b>	Department of Public Safety, Office of Traffic Safety
<b>Organization type</b>	State Government
<b>Amount of Federal funds</b>	\$25,000.00
<b>Eligible use of funds – GTS codes</b>	TR
<b>Planning and Administration costs (if applicable)</b>	No

<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Funding will cover salary and fringe for technology support personnel.
<b>Project name</b>	<b>eGrants and IGX</b>
<b>Project description</b>	Statewide - eGrants is an electronic grant management system designed to automate the entire grant and project management process from application to closeout. In October of 2024, the Department of Public Safety began developing a new system to replace eGrants called IGX.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-05-04
<b>Subgrantee(s)</b>	Minnesota Department of Public Safety, MNIT
<b>Organization type</b>	Local Government
<b>Amount of Federal funds</b>	\$50,000.00
<b>Eligible use of funds – GTS codes</b>	TR
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Software and applications to identify, collect, and report data in core systems.
<b>Project name</b>	<b>MNIT/DVS Support</b>
<b>Project description</b>	Statewide – This project will partially fund MNIT cloud engineer and data architect positions that will be shared between OTS and DVS. The skillsets that these positions will have will support OTS’ data analytics projects, including the Road Safety Information Center (RSIC – 05-06), MNCrash 2.0 (05-08), and general traffic safety analysis. These are skillsets that OTS has never had, and they will support robust research and analytics to provide a foundation for data-driven decision-making and for proactive countermeasures.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-05-05
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$100,000.00
<b>Eligible use of funds – GTS codes</b>	TR
<b>Planning and Administration costs (if applicable)</b>	No

<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Traffic Records
<b>Project name</b>	<b>Data Project Assessment</b>
<b>Project description</b>	This data analytics project leverages innovative methods and new technology to analyze historical crash data, with the goal of identifying effective countermeasures to reduce serious injuries and fatalities. It also produces predictive analyses that support proactive decision-making to help prevent future crashes.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-05-06
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	Contractor, Statewide
<b>Amount of Federal funds</b>	\$736,565.00
<b>Eligible use of funds</b>	TR
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Data Collection and Analysis
<b>Project name</b>	<b>MNCrash Updates</b>
<b>Project description</b>	Statewide - This project funds the user support, maintenance, troubleshooting, and enhancements to Minnesota's crash reporting system, MNCrash. Accurate, timely, and robust data is at the core of all activities in the Highway Safety Plan.
<b>Federal funding source(s)</b>	Sections 402 and 405C
<b>Project agreement number</b>	26-05-07
<b>Subgrantee(s)</b>	MNIT/Integration Architects
<b>Organization type</b>	State Agency/Contractor, Statewide
<b>Amount of Federal funds</b>	\$75,000.00 M3DA \$25,000.00 TR
<b>Eligible use of funds – GTS codes</b>	M3DA, TR
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Data collection and Analysis

<b>Project name</b>	<b>MNCrash 2.0</b>
<b>Project description</b>	Statewide – The goal of this project is to modernize Minnesota’s legacy crash reporting system, MNCrash. This project will modernize the underlying programming language and avoid end-of-life technology issues. It will also utilize new technological opportunities such as cloud hosting and updated integration points that will allow for more automation. The goal of the project is to make crash reporting more efficient, while also improving the accuracy and quality of crash data.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-05-08
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal Funds</b>	\$100,000.00
<b>Eligible use of funds – GTS codes</b>	TR
<b>Planning and Administration costs</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Data Collection and Analysis
<b>Project name</b>	<b>Model Minimum Uniform Crash Criteria (MMUCC)</b>
<b>Project description</b>	The aim of this innovative countermeasure is to collect and analyze data in order to help identify problems and inform enforcement and outreach efforts.
<b>Federal funding source(s)</b>	Section 405C
<b>Project agreement number</b>	26-05-09
<b>Subgrantee(s)</b>	University of Minnesota, Human Factors Safety Laboratory
<b>Organization type</b>	University Research Organization/Contractor, Statewide
<b>Amount of Federal funds</b>	\$50,000.00
<b>Eligible use of funds – GTS codes</b>	M3DA
<b>Planning and Administration costs</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Data Collection and Analysis
<b>Project name</b>	<b>Violations Disposition Analysis</b>
<b>Project description</b>	Statewide. This research and behavioral analysis will investigate the demographic, social, and economic trends in citations given and contested, as well as in judgments for speeding, impairment, distraction, and seatbelt violations. The research team will determine how extensive, complete, and accessible data is regarding the number of citations contested and

	adjudicated for speeding, impairment, distraction, and seatbelt violations in Minnesota, as well as analyze any differences and disparities in these outcomes by seriousness of the crime, geographic location, and income, race, gender, and age (as the data allows). In addition– Research and behavioral analysis will investigate the relationship between the time a traffic citation is issued and the time of the final adjudication of the offense to determine if disparities exist.
<b>Federal funding source(s)</b>	Section 405c
<b>Project agreement number</b>	26-05-10
<b>Subgrantee(s)</b>	University of Minnesota
<b>Organization type</b>	State
<b>Amount of Federal funds</b>	\$250,000.00
<b>Eligible use of funds – GTS codes</b>	B3RSRCH
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Traffic Records - The countermeasure is to collect and analyze data in order to help identify problems and inform enforcement and outreach efforts.
<b>Project name</b>	<b>Traffic Records Staff (Research, FARS, Program Coordinator)</b>
<b>Project description</b>	Statewide - This project will provide for a coordinator and analyst staff designated as the point of contact for traffic records programs and data. Coordinators provide expertise and ensure that the projects progress as planned.
<b>Federal funding source(s)</b>	Section 402 and 405c
<b>Project agreement number</b>	26-05-22
<b>Subgrantee(s)</b>	Department of Public Safety, Office of Traffic Safety
<b>Organization type</b>	State Agency
<b>Amount of Federal funds</b>	\$150,000.00 TR \$300,000.00 M3DA
<b>Eligible use of funds – GTS codes</b>	TR M3DA
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Traffic Records - To manage and oversee the Minnesota's OTS Traffic Records Program.

## Community Programs

### Project and Subgrantee Information

<b>Project name</b>	<b>Conference Annual Toward Zero Death</b>
<b>Project description</b>	<p>Statewide - The project supports the annual TZD conference that brings together Minnesota's traffic safety stakeholders including law enforcement, legislators, the courts, child passenger safety advocates, public health officials, medical community, EMS/Fire personnel, city and county engineers, the interested public.</p> <p>This conference provides the latest information on traffic safety initiatives and strategies, as well as training on traffic safety topics. This opportunity gives attendees the ability to network with other participants who share similar goals.</p> <p>The goal of this project is to plan, facilitate, and market the annual TZD conference.</p>
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-06-01
<b>Subgrantee(s)</b>	MN Department of Transportation and University of Minnesota
<b>Organization type</b>	State
<b>Amount of Federal funds</b>	\$235,000.00
<b>Eligible use of funds – GTS codes</b>	CP
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.
<b>Project name</b>	<b>Multicultural Driver Education</b>
<b>Project description</b>	<p>Statewide –</p> <p>The goal of this project is to reduce crashes, injuries, and deaths in multicultural communities through improved driver education and increased understanding of the challenges they face on the roadways. This project will help identify focus areas associated with underserved ethnic or cultural communities.</p>
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-06-02
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	Cities, Counties, State, & School districts
<b>Amount of Federal funds</b>	\$45,000.00
<b>Eligible use of funds – GTS codes</b>	DE

<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.
<b>Project name</b>	<b>EMS Liaison</b>
<b>Project description</b>	Statewide - The EMS Liaison program provides for an experienced EMS professional to serve as a statewide resource for EMS agencies and other members of the highway safety community regarding post-crash care. This assistance includes education, training, and sharing of best practices.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-06-03
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$50,000.00
<b>Eligible use of funds – GTS codes</b>	EM
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	This innovative countermeasure strategy is supported by the effectiveness of Minnesota's other liaison projects, such as our judicial outreach liaison and traffic safety resource prosecutor projects. These liaisons take complex highway safety issues and ensure that the legal community has the appropriate expertise to prosecute and adjudicate impaired driving cases through training and education. Their works helps enable DWI courts to be a four-star countermeasure in Countermeasures That Work. The EMS liaison will have a similar role by providing training to the broader highway traffic safety community on post-crash care and in return provide EMS agencies with training and education about best practices.
<b>Project name</b>	<b>Network of Employers for Traffic Safety/NETS</b>
<b>Project description</b>	Statewide – The project promotes a culture of traffic safety by providing education, training, and outreach to employers, schools, and community partners across Minnesota. Through community events, policy and program development, and support for law enforcement campaigns, the initiative delivers traffic safety materials and resources tailored to community needs. By partnering with employers and schools to implement effective traffic

	safety strategies, this project works to reduce traffic-related injuries and fatalities, contributing to Minnesota's broader traffic safety goals.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-06-04
<b>Subgrantee(s)</b>	Minnesota Safety Council
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$75,000.00
<b>Eligible use of funds – GTS codes</b>	CP
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.
<b>Project name</b>	<b>Impact Teen Driver</b>
<b>Project description</b>	Statewide - This project will implement strategies that have been proven, or hold great promise, to be effective in changing driver behaviors. It will fund initiatives that educate teen drivers and families through traffic safety related activities and materials with the intent of reducing crashes, injuries, and deaths involving teen drivers.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-06-05
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$125,000.00
<b>Eligible use of funds – GTS codes</b>	TSP
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.
<b>Project name</b>	<b>Senior Driving Working Group</b>
<b>Project description</b>	Statewide - This project is designed to provide profession-specific awareness education describing physical and cognitive changes that occur with aging and their potential effect on safe driving. Education will include a screening tool (DOSCI or other appropriate tool for the identified professional group), information about how ability to drive is affected with age, clues that indicate potential risk of unsafe driving, and actions this group can take if there is concern. The working group will continue to identify and



	expand resource lists related to older drivers, including driver evaluation tools, resources to promote safe driving, transportation resources, alternatives to driving, and links to other agencies that work to educate older drivers, family members, members of the community, and others about safe driving.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-06-06
<b>Subgrantee(s)</b>	Emergency Nurses Association
<b>Organization type</b>	Non-Government
<b>Amount of Federal funds</b>	\$30,000.00
<b>Eligible use of funds – GTS codes</b>	OD
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Community Traffic Safety Programs - Communications and outreach: Supporting enforcement.
<b>Project name</b>	<b>Regional Coordinators - Toward Zero Deaths</b>
<b>Project description</b>	<p>Statewide - OTS Shares financial responsibility for regional staff who offer general support/project coordination on “Toward Zero Deaths” initiatives across the state, with an emphasis on the assigned TZD Regions.</p> <p>This project includes facilitating communication about local traffic safety issues among stakeholders including, but not limited to, engineers, public health professionals, emergency responders, and local law enforcement.</p>
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-06-07
<b>Subgrantee(s)</b>	Minnesota Department of Transportation
<b>Organization type</b>	State
<b>Amount of Federal funds</b>	\$275,000.00
<b>Eligible use of funds – GTS codes</b>	CP
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Community Traffic Safety Programs – Communications and outreach: supporting enforcement.
<b>Project name</b>	<b>Safe Roads Coalition</b>
<b>Project description</b>	Statewide - This project will support several Safe Roads coalitions who work to identify local traffic safety issues and address those issues based on proven countermeasures.

	<p>Activities will be based on the most recent Minnesota Crash Statistics supplied by the Minnesota Department of Public Safety. Identified problems with the greatest need in the area served will be given priority.</p> <p>This project also will support the activities specified in the Program Manual when it is written. A copy of the program manual will be submitted to NHTSA for review when it is available.</p>
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-06-08
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$100,000.00
<b>Eligible use of funds – GTS codes</b>	CP
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Community Traffic Safety Programs – Communications and outreach: supporting enforcement.
<b>Project name</b>	<b>Traffic Safety Task Force Support</b>
<b>Project description</b>	This project provides administrative support to the DWI Task Force. This includes planning, facilitating online and in person meetings in addition to providing agendas and updating meeting minutes to be distributed. This project also will support the activities specified in the Program Manual if applicable.
<b>Federal funding source(s)</b>	Section 402 CP
<b>Project agreement number</b>	26-06-09
<b>Subgrantee(s)</b>	University of Minnesota, Center for Transportation Studies
<b>Organization type</b>	Government
<b>Amount of Federal funds</b>	\$20,000.00
<b>Eligible use of funds – GTS codes</b>	CP
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Task Forces are not included as a strategy in countermeasures that work.
<b>Project name</b>	<b>Stakeholders Professional Development</b>
<b>Project description</b>	This project provides for expenses for traffic safety stakeholder's attendance at various in-state and out-state traffic safety seminars/conferences. The idea is to bring peers and their ideas together to build community,

	connect, collaborate, and share solutions across regions to improve performance and culture.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-06-10
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$50,000.00
<b>Eligible use of funds – GTS codes</b>	CP
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Communication and Outreach: Supporting Enforcement
<b>Project name</b>	<b>EMS Whole Blood Project Support – Pilot</b>
<b>Project description</b>	<p>Problem Identification: Minnesota provided NHTSA with EMS-related problem identification in a prior amendment to this triennial highway safety plan with Amendment #25-004. “According to 2022 FARS data, there were 444 people killed in fatal crashes in Minnesota. 202 of those, or 45% did not die at the scene of the crash.” Link between problem identification and countermeasure strategy, from Amendment #25-004: “This project will lead to improved response and EMS services.”</p> <p>This pilot project will support and expand the availability and use of whole blood by EMS personnel to treat victims of trauma resulting from motor vehicle crashes.</p> <p>Planned activities can include: the purchase of required refrigerated equipment and supplies, training of first responders for transportation services, supporting the infrastructure that would be needed on an on-going basis. This may include equipment for storage of blood supplies in a secure location and the transport of the blood from the supplier to the field.</p>
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-06-11
<b>Subgrantee(s)</b>	TBD
<b>Organization type</b>	TBD
<b>Amount of Federal funds</b>	\$125,000.00
<b>Eligible use of funds – GTS codes</b>	EM
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No

<b>The countermeasure strategy or strategies for programming funds</b>	<p>This innovative countermeasure is supported by research. “One trial of nearly 1,400 trauma patients receiving emergency blood products found that those who received whole blood had a four-fold increased survival rate and were also less likely to need more blood later. A 14-center prospective observational study of 1,623 trauma patients who got whole blood or blood component therapy (such as plasma, platelets or red blood cells) found that those who got whole blood were 48% less likely to die than those who got blood component therapy.”</p> <p>(<a href="https://www.ems.gov/resources/newsletters/december-2024/prehospital-blood-transfusion-101/">https://www.ems.gov/resources/newsletters/december-2024/prehospital-blood-transfusion-101/</a>)</p>
<b>Project name</b>	<b>Administrative Admin and Outreach (TZD Advisory Council on Traffic Safety)</b>
<b>Project description</b>	<p>Statewide –This project will deliver the support and coordination needed to maintain the Minnesota Toward Zero Deaths (TZD) program which is now overseen by the newly formed, Minnesota Advisory Council on Traffic Safety (ACTS). This project will include administrative support of the ACTS. Arranging and facilitating meetings with the ACTS/TZD leadership team and stakeholders. Supporting the TZD website and electronic communications with stakeholders. Updating and developing ACTS/TZD materials. Supporting the ACTS/TZD Strategic Direction Work Plan development and implementation.</p> <p>Funds will cover salary and fringe, reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities, reasonable and necessary office printing/ copying, postage, and operating expenses /software related to traffic safety projects.</p> <p>Location: throughout the State, with a focus on traffic safety partnerships.</p>
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-06-13
<b>Subgrantee(s)</b>	University of Minnesota
<b>Organization type</b>	State
<b>Amount of Federal funds</b>	\$85,000.00
<b>Eligible use of funds – GTS codes</b>	CP
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.

<b>Project name</b>	<b>Community Program &amp; Metro Regional Coordinator</b>
<b>Project description</b>	Statewide - This project will provide for a coordinator designated as the point of contact for community programs. Coordinators provide expertise and ensure that the projects progress as planned. Funding levels are based on project complexity and allocation of funds per program area.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-06-22
<b>Subgrantee(s)</b>	Department of Public Safety, Office of Traffic Safety
<b>Organization type</b>	State
<b>Amount of Federal funds</b>	\$230,000.00
<b>Eligible use of funds – GTS codes</b>	CP
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Community Traffic Safety Programs - To manage and oversee the Minnesota's OTS Community Traffic Safety Program.

## Motorcycle Safety

Project and Subgrantee Information

<b>Project name</b>	<b>Motorcycle Safety Coordinator</b>
<b>Project description</b>	<p>Statewide - This project will provide for a coordinator designated as the point of contact for motorcycle safety. Coordinators provide expertise and ensure that the projects progress as planned. Funding levels are based on project complexity and allocation of funds per program area.</p> <p>The coordinator will:</p> <ul style="list-style-type: none"> <li>Assist the Office of Communications with the technical aspects of print, electronic materials, and events as requested</li> <li>Seek out and present new, well-researched projects addressing identified problems to the Office of Traffic Safety (OTS)</li> <li>Monitor assigned projects and advise project directors on administrative processes and program requirements</li> <li>Respond to legislative and media inquiries</li> <li>Participate in and provide expertise and support to coalitions and partnerships addressing traffic safety issues</li> </ul>
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-07-22
<b>Subgrantee(s)</b>	Department of Public Safety, Office of Traffic Safety
<b>Organization type</b>	State Government
<b>Amount of Federal funds</b>	\$135,000.00
<b>Eligible use of funds – GTS codes</b>	MC
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Motorcycle Safety - To manage and oversee the Minnesota's OTS Motorcycle Safety Program.

# Media

## Project and Subgrantee Information

Project name	Full-Service Media Contract
Project description	<p>Statewide - Media activities include targeting advertising on promoting motorist awareness of motorcycles and the move over law, occupant protection, pedestrian safety preventing distraction, impaired and speed, and enhanced law enforcement campaigns such as “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled Over” campaigns. This also includes campaign development of all messaging.</p> <p>Video production for educational purposes including, but not limited to legislatively required educational curriculums.</p> <p>Paid media includes, but is not limited to, television/cable, radio, print, online, cinema, and out-of-home executions. The full-service media agency will be responsible for all aspects of negotiating and placing paid media buys with media outlets that are pre-approved.</p> <p>Funding is separated by activities:</p> <ul style="list-style-type: none"> <li>• 402 paid advertising to support HVE in Speed</li> <li>• 405b paid advertising to support HVE in occupant protection</li> <li>• laws.</li> <li>• 405d in paid advertising to support HVE of impaired driving</li> <li>• laws.</li> <li>• 405e in paid advertising to support HVE of hands-free law.</li> <li>• 405g in paid advertising to educate Minnesotans on state</li> <li>• traffic laws applicable to pedestrian safety.</li> <li>• 405h in paid advertising to education Minnesotans on preventing roadside deaths.</li> <li>• 405F in Paid Advertising to raise awareness of motorcycle safety and training.</li> </ul> <p>This project also will support the activities specified in the Program Manual if applicable.</p>
Federal funding source(s)	Section 402, 405b, 405d, 405d1, 405e, 405e1, 405f, 405g and 405h
Project agreement number	26-08-01
Subgrantee(s)	Linnihan Foy Advertising
Organization type	For-Profit Agency
Amount of Federal funds	\$400,000.00 PM \$250,000.00 M1*PM \$700,000.00 M6OT

	\$1,700,000.00 FDL*PM \$100,000.00 B8LPE \$261,500.00 B8APE \$100,000.00 BGPE \$60,000.00 M12BPE \$120,000.00 M9MA
<b>Eligible use of funds – GTS codes</b>	PM M1*PM M6OT FDL*PM B8LPE B8APE BGPE M12BPE M9MA
<b>Planning and Administration costs (if applicable)</b>	No
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Paid Advertising/Media - Support the National “Drive Sober or Get Pulled Over” enforcement and education campaign with specific paid media based on data-driven demographic and geographic locations. Linnihan Foy will develop media plans based on target demographics for each campaign behavior and evaluate the paid media via attitudinal surveys. Support the National seat belt mobilization, “Click It or Ticket”, with targeted paid and earned media outreach based on data- driven demographic and geographic locations.
<b>Project name</b>	<b>Media Relations</b>
<b>Project description</b>	<p>Statewide - This project focuses on coordinating advertising and outreach during enhanced law enforcement events such as “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled over” campaigns. The enforcement and related advertising campaigns will follow the National Campaign Calendar as well as the OTS enforcement calendar. This project will include a comprehensive public information and education plan to develop traffic safety messages and pursue personal impact stories.</p> <p>Activities will include:</p> <ul style="list-style-type: none"> <li>• Providing online template media materials</li> <li>• Key messaging</li> <li>• News conferences</li> <li>• Talking points for agencies related to distraction, occupant protection, speed, pedestrian, and impaired driving,</li> <li>• Enforcement and/or awareness Campaigns</li> </ul>



	<ul style="list-style-type: none"> <li>• This grant is written with the Office of Communication to perform earned media relations and funds a percentage of the following positions in the Office of Communications at the Department of Public Safety:</li> <li>• Public Information Officer</li> <li>• Additional PIO support</li> <li>• Purchasing and payroll</li> <li>• Graphic Design</li> <li>• Social media</li> <li>• Video services support</li> <li>• Website support</li> </ul> <p>Planned activity adjusted based on community feedback.</p>
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-08-02
<b>Subgrantee(s)</b>	Department of Public Safety, Office of Traffic Safety
<b>Organization type</b>	State
<b>Amount of Federal funds</b>	\$482,000.00
<b>Eligible use of funds – GTS codes</b>	PM
<b>Planning and Administration costs (if applicable)</b>	Yes
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	Paid Advertising/Media - Funds will cover salary and fringe, in/out state travel for filming, interviewing for news stories, and registration for attending, vending, and/or facilitation at traffic safety seminars/conferences

## Planning and Administration

### Project and Subgrantee Information

<b>Project name</b>	<b>Planning and Administration</b>
<b>Project description</b>	Statewide - Funds for administration of the OTS.
<b>Federal funding source(s)</b>	Section 402
<b>Project agreement number</b>	26-01-01
<b>Subgrantee(s)</b>	Department of Public Safety, Office of Traffic Safety
<b>Organization type</b>	State
<b>Amount of Federal funds</b>	\$635,000.00
<b>Eligible use of funds – GTS codes</b>	PA
<b>Planning and Administration costs (if applicable)</b>	Yes
<b>Whether a project is a promised project</b>	No
<b>The countermeasure strategy or strategies for programming funds</b>	<p>Planning and Administration - Provide staff with the opportunity to receive training and attend various traffic safety conferences to improve skills and knowledge.</p> <p>Follow guidance provided by the DPS Fiscal Manager to limit planning and administration cost.</p>

## FFY 2026 Funding by Program Areas

Table 3.1 displays how the FFY 2026 funding is allocated by program areas to support the projects included in the AGA.

Table 3.1 FFY 2026 Funding Distribution by Program Area

Program Area	Allocation of FFY 2026 Funds
Occupant Protection	\$8,000,000.00
Impaired Driving	\$8,947,000.00
Police Traffic Services	\$7,116,750.00
Traffic Records	\$2,111,565.00
Community Programs	\$1,445,000.00
Motorcycle Safety	\$135,000.00
Media	\$4,173,500.00
Planning and Administration	\$635,000.00
All funds	\$25,363,815.00

## Section 405 Grant Applications

Minnesota is applying for the following national priority safety program grants for FFY 2026:

- 405(b) Occupant Protection Grant
- 405(c) State Traffic Safety Information System Improvement Grant
- 405(d) Impaired Driving Countermeasures Grant
- 405(e) Distracted Driving Grant
- 405(f) Motorcyclist Safety Grant
- 405(h) Preventing Roadside Deaths Grant

### **Appendix B to part 1300 – Application requirements for section 405 Grants**

Receiving these additional fund sources will be critical to assist Minnesota in addressing the traffic safety problems identified in the 3HSP and will ultimately be a key part of reducing crashes, fatalities and injuries on Minnesota's roadways.

Appendix B to Part 1300 – Application Requirements for Section 405 Grants  
The contents to Appendix B are listed.

- 405b Appendix 1
- 405c Appendix 2
- 405d Appendix 3
- 405e Appendix 4
- 405f Appendix 5
- 405h Appendix 6

# Appendix 1

## OCCUPANT PROTECTION

### Section 405 Grant Application 405(b) Occupant Protection

Minnesota is eligible to apply for an Occupant Protection grant for FFY 2026 because of its observed seat belt use rate of 94.7% in 2024. This rate exceeds the minimum of 90.0% established in 23 CFR 1300.21(b) under the definition of a “high seat belt use rate State.”

The following sections provide documentation in support of Minnesota’s qualification criteria for a high seat belt use rate State.

#### Occupant Protection Plan

The updates for Minnesota’s Occupant Protection program area plan submitted in its Triennial Highway Safety Plan for FFY 2024-2026 are covered in the Updates to Triennial HSP section of the Annual Grant Application document. The results of FFY 2025 and projects Minnesota will implement during FFY 2026 to carry out the plan are provided below.

#### Participation in Click-It-or-Ticket (CIOT) National Mobilization

Minnesota’s CIOT program will continue to be the state’s primary enforcement strategy for occupant protection. In FFY 2025 Minnesota worked with traffic safety partners, law enforcement and businesses statewide to share essential information about buckling up safely. This year we created a PSA outreach campaign.

#### 2025 CIOT PSA Communication

On June 3, 2024, Morgan Grunewald buckled her three little girls into their car seats and drove away from her mother’s Lambertson, MN, home. Twelve minutes later, they were involved in a crash that took Morgan’s life. Her three young daughters survived “without a scratch” thanks to their mother’s unwavering commitment to making sure they were properly buckled in their car seats every time they rode. Morgan’s mother, Jennifer Starkson, has made it her mission to share her daughter’s legacy.

To mark National Buckle Up Mobilization Month this May, Jennifer recorded this impactful new video for the Minnesota Safety Council’s traffic safety outreach program. It’s also posted on [BuckleUpMN](#).

You’ll help us save lives by sharing this video far and wide:

- Share the Minnesota Safety Council’s posts on Facebook, Instagram and LinkedIn
- Create your own posts using this video link <https://vimeo.com/1090225743>
- Post on your organization’s website and/or intranet
- Include the link in an e-newsletter
- Insert the video into a safety presentation
- Text or email the video link to your family and friends

To date this PSA has received more than 10,000 views in addition to the thousands of educational resources shared from [BuckleUpMN](#) and at community and safety and health events statewide.

During the 2025 Click it or Ticket mobilization campaign, officers, deputies and troopers issued 1,598 seat belt citations and 85 child restraint citations to drivers jeopardizing their lives or the lives of their young passengers. This year, there were 266 participating agencies.

In Federal Fiscal Year 2026, Minnesota will support the national Click It or Ticket (CIOT) mobilization scheduled for May. All law enforcement agencies receiving Police Traffic Safety (PTS) grants through the Office of Traffic Safety (OTS) are required to participate in this high-visibility enforcement campaign. While grant funding enables broad participation among police agencies, we will continue to collaborate with traffic safety partners and advocates to distribute educational resources statewide.



Following is a list of participating agencies.

Airport Police Department  
Aitkin County Sheriff's Office  
Aitkin Police Department  
Albany Police Department  
Alexandria Police Department  
Annandale Police Department  
Anoka County Sheriff's Office  
Anoka Police Department  
Apple Valley Police Department  
Appleton Police Department  
Audubon Police Department  
Austin Police Department  
Avon Police Department  
Barnesville Police Department  
Baxter Police Department  
Bayport Police Department  
Becker Police Department  
Belgrade/Brooten Police Department  
Beltrami County Sheriff's Office  
Bemidji Police Department  
Benson Police Department  
Benton County Sheriff's Office  
Big Lake Police Department  
Blaine Police Department  
Blooming Prairie Police Department  
Bloomington Police Department  
Blue Earth County Sheriff's Office  
Bovey Police Department  
Braham Police Department  
Brainerd Police Department  
Breezy Point Police Department  
Breitung Police Department  
Brooklyn Park Police Department  
Buffalo Lake Police Department  
Buffalo Police Department  
Burnsville Police Department  
Caledonia Police Department  
Cambridge Police Department  
Cannon Falls Police Department  
Carlton County Sheriff's Office  
Carver County Sheriff's Office

Cass County Sheriff's Office  
Centennial Lakes Police Department  
Chaska Police Department  
Chatfield Police Department  
Chippewa County Sheriff's Department  
Chisago County Sheriff's Office  
Chisholm Police Department  
Clay County Sheriff's Office  
Clearwater County Sheriff's Office  
Cloquet Police Department  
Cold Spring Police Department  
Coleraine Police Department  
Columbia Heights Police Department  
Coon Rapids Police Department  
Corcoran Police Department  
Cottage Grove Police Department  
Cottonwood County Sheriff's Office  
Crookston Police Department  
Crosby Police Department  
Crosslake Police Department  
Crow Wing County Sheriff's Office  
Crystal Police Department  
Cuyuna Police Department  
Dakota County Sheriff's Office  
Danube Police Department  
Dayton Police Department  
Deephaven Police Department  
Deer River Police Department  
Deerwood Police Department  
Detroit Lakes Police Department  
Dilworth Police Department  
Dodge County Sheriff's Office  
Douglas County Sheriff's Office  
Duluth Police Department  
Eagle Lake Police Department  
East Grand Forks Police Department  
Eden Prairie Police Department  
Edina Police Department  
Elk River Police Department  
Elko New Market Police Department  
Elmore Police Department  
Ely Police Department  
Emily Police Department  
Eveleth Police Department



Fairfax Police Department  
Faribault Police Department  
Fergus Falls Police Department  
Fillmore County Sheriff's Office  
Floodwood Police Department  
Foley Police Department  
Forest Lake Police Department  
Frazee Police Department  
Freeborn County Sheriff's Office  
Fridley Police Department  
Gaylord Police Department  
Gilbert Police Department  
Glencoe Police Department  
Glenwood Police Department  
Goodhue County Sheriff's Office  
Goodhue Police Department  
Goodview Police Department  
Grand Rapids Police Department  
Granite Falls Police Department  
Grant County Sheriff's Office  
Hallock Police Department  
Hector Police Department  
Hennepin County Sheriff's Office  
Henning Police Department  
Hermantown Police Department  
Hibbing Police Department  
Hopkins Police Department  
Houston County Sheriff's Office  
Howard Lake Police Department  
Hubbard County Sheriff's Office  
Hutchinson Police Department  
Inver Grove Heights Police Department  
Isanti County Sheriff's Office  
Jackson County Sheriff's Office  
Jordan Police Department  
Kandiyohi County Sheriff's Office  
Kandiyohi County Sheriff's Office  
Kasson Police Department  
Keewatin Police Department  
Kenyon Police Department  
Kittson County Sheriff's Office  
Koochiching County Sheriff's Office  
La Crescent Police Department  
Lac qui Parle County Sheriff's Office

Lake City Police Department  
Lake City Police Department  
Lake Crystal Police Department  
Lake of the Woods Sheriff's Office  
Lake Park Police Department  
Lake Shore Police Department  
Lakes Area Police Department  
Le Center Police Department  
Le Sueur County Sheriff's Office  
Le Sueur Police Department  
Lewiston Police Department  
Lincoln County Sheriff's Department  
Lino Lakes Public Safety Department  
Little Falls Police Department  
Long Prairie Police Department  
Lonsdale Police Department  
Lyon County Sheriff's Office  
Madelia Police Department  
Madison Lake Police Department  
Mankato DPS Police  
Maple Grove Police Department  
Mapleton Police Department  
Maplewood Police Department  
Marshall Police Department  
Martin County Sheriff's Office  
McLeod County Sheriff's Office  
Medina Police Department  
Meeker County Sheriff's Office  
Melrose Police Department  
Menahga Police Department  
Mendota Heights Police Department  
Minneapolis Park Police  
Minnetonka Police Department  
Minnetrista Public Safety  
MN State Patrol - District 2100 (Rochester)  
MN State Patrol - District 2200 (Mankato)  
MN State Patrol - District 2300 (Marshall)  
MN State Patrol - District 2400 (Oakdale)  
MN State Patrol - District 2500 (Golden Valley)  
MN State Patrol - District 2600 (St. Cloud)  
MN State Patrol - District 2700 (Duluth)  
MN State Patrol - District 2800 (Brainerd)

MN State Patrol - District 2900 (Detroit Lakes)  
MN State Patrol - District 3100 (Virginia)  
MN State Patrol - District 3200 (Thief River Falls)  
Montevideo Police Department  
Moorhead Police Department  
Morrison County Sheriff's Office  
Motley Police Department  
Mounds View Police Department  
Mountain Lake Police Department  
Mower County Sheriff's Office  
Murray County Sheriff's Office  
Nashwauk Police Department  
New Brighton Police Department  
New Prague Police Department  
Nicollet County Sheriff's Office  
Nisswa Police Department  
Nobles County Sheriff's Office  
North Branch Police Department  
North Mankato Police Department  
North Saint Paul Police Department  
Northfield Police Department  
Oak Park Heights Police Department  
Olivia Police Department  
Olmsted County Sheriff's Office  
Orono Police Department  
Ortonville Police Department  
Osakis Police Department  
Otter Tail County Sheriff's Office  
Owatonna Police Department  
Park Rapids Police Department  
Paynesville Police Department  
Pennington County Sheriff's Office  
Pequot Lakes Police Department  
Perham Police Department  
Pierz Police Department  
Pine County Sheriff's Office  
Pine River Police Department  
Pipestone County Sheriff's Office  
Plainview Police Department  
Plymouth Police Department  
Polk County Sheriff's Office  
Pope County Sheriff's Office

Preston Police Department  
Prior Lake Police Department  
Proctor Police Department  
Ramsey County Sheriff's Office  
Ramsey Police Department  
Red Lake Police Department  
Red Wing Police Department  
Redwood County Sheriff's Office  
Redwood Falls Police Department  
Renville County Sheriff's Office  
Renville Police Department  
Rice County Sheriff's Office  
Rice Police Department  
Richfield Police Department  
Robbinsdale Police Department  
Rochester Police Department  
Rock County Sheriff's Office  
Rogers Police Department  
Rosemount Police Department  
Roseville Police Department  
Royalton Police Department  
Saint Peter Police Department  
Sartell Police Department  
Sauk Centre Police Department  
Sauk Rapids Police Department  
Savage Police Department  
Scott County Sheriff's Office  
Sebek Police Department  
Shakopee Police Department  
Sherburne County Sheriff's Office  
Slayton Police Department  
South Lake Minnetonka Police  
Department  
South St. Paul Police Department  
Spring Grove Police Department  
Spring Lake Park Police Department  
St. Francis Police Department  
St. Anthony Police Department  
St. Charles Police Department  
St. Cloud Police Department  
St. Joseph Police Department  
St. Louis County Sheriff's Office (Southern)  
St. Louis Park Police Department  
St. Paul Park Police Department  
St. Paul Police Department

Staples Police Department  
Starbuck Police Department  
Stearns County Sheriff's Office  
Steele County Sheriff's Office  
Stillwater Police Department  
Swift County Sheriff's Office  
Thief River Falls Police Department  
Todd County Sheriff's Office  
Truman Police Department  
U of M Police Department  
U of M Police Department - Duluth  
U of M Police Department - Morris  
Verndale Police Department  
Virginia Police Department  
Wabasha County Sheriff's Office  
Wabasha Police Department  
Wadena Police Department  
Waite Park Police Department  
Washington County Sheriff's Office  
Watsonwan County Sheriff's Office  
Wayzata Police Department  
West Concord Police Department  
West Hennepin Public Safety  
West St. Paul Police Department  
White Bear Lake Police Department  
Willmar Police Department  
Winona County Sheriff's Office  
Winona Police Department  
Winsted Police Department  
Woodbury Police Department  
Worthington Police Department  
Wright County Sheriff's Office  
Wyoming Police Department  
Yellow Medicine County Sheriff's Office  
Zumbrota Police Department

## Child Passenger Safety

The Minnesota occupant protection program aims to centralize leadership for statewide initiatives, ensuring cohesive direction under a project coordinator and appropriate staff. This involves establishing and managing a centralized program in collaboration with the Minnesota Department of Public Safety, Office of Traffic Safety (MN DPS-OTS) and other traffic safety stakeholders. Integrating occupant protection efforts into broader community and corridor safety initiatives is facilitated through subcontracted liaisons and grantees. Grant applications are reviewed and approved based on crash data, overseeing the entire administration process from selection to implementation and financial management. Leadership, training, and technical support are provided to state and local agencies on occupant protection, alongside directing committees and task forces to address evolving seat belt and child passenger safety issues.

The integration and coordination efforts include convening an advisory task force to garner support and organizing training programs for child passenger safety, CPST certification, Basic Education for Safe Travel (B.E.S.T) and heat stroke awareness.

Evaluation processes include conducting needs assessments, developing targeted strategies, and assessing the effectiveness of existing programs to inform enhancements. Recommendations and alternative strategies are provided to improve grant programs. In addition, we will continue to partner with the MN DPS-OTS annual NHTSA seat belt surveys to inform future tactics.

A robust communication strategy is developed in collaboration with the Office of Traffic Safety, utilizing mass media to enhance public awareness of seat belts, airbags, and child safety seats. Encouraging news media involvement in reporting seat belt usage in crashes and developing fact sheets, further supports public education efforts. Community engagement and partnerships are crucial to promote seat belt and child passenger safety, disseminating surveys and relevant data, and advocating for occupant protection as health and injury prevention measures.

### 2025 Website Development Project

An interactive website BuckleUpMN ([www.buckleupmn.org](http://www.buckleupmn.org)), provides a wealth of resources for drivers, passengers, parents and caregivers including legal guidelines, industry recommendations, how-to videos, fact sheets and much more. A key focus of the website is child passenger safety, with detailed guidance on selecting, installing and using appropriate car seats and booster seats for children. In 2022, nearly 90% of children aged 0-4 who died in crashes in Minnesota were unrestrained. This highlights the need for better education and practices around child passenger safety. BuckleUpMN also features a password-protected section with resources for certified [Child Passenger Safety Technicians](#) (CPSTs), trained professionals who provide hands-on support to help parents and caregivers ensure children are safely secured in vehicles.

- Usage to date
  - 11K active users
  - 8.9K new users
  - 82K event Count

Active users		New users		Average engagement time per active user		Event count	
11K		8.9K		1m 01s		82K	

Top pages/screens					✓
PAGE TITLE AND SCREEN CLASS	VIEWS	ACTIVE USERS	EVENT COUNT	BOUNCE RATE	
BuckleUp MN: Promoting Seatbelt Safety ...	7.5K	4.9K	23K	43.9%	
BEST Locator - Buckle Up MN	3K	1.1K	7.6K	37.5%	
Car Seat Safety for Caregivers: What You ...	2.4K	1.1K	8K	21.8%	
Minnesota Seatbelt Law: What You Need ...	2.4K	2K	7.1K	39.9%	
CPS Tech Dashboard: Resources & Tools ...	1.3K	272	3.9K	5.3%	
How to Become a Child Passenger Safety...	1.2K	658	3.3K	20.4%	
Hot Cars - Buckle Up MN	1.2K	873	3.7K	57.6%	

[View pages and screens →](#)

Active users by First user source / m...		✓
FIRST USER SOURCE	ACTIVE USERS	
(direct) / (none)	7.6K	
google / organic	1.3K	
wake-up-network.co...	447	
bing / organic	295	
cpsboard.org / referral	244	
m.facebook.com / re...	169	
msc.imiscloud.com / ...	73	

Search...	Rows per page: 10	Go to: 1
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Page path and screen class	+	↓ Views	Active users	Views per active user	Average engagement time per active user	Event count	Key events
						All events	All events
Total		27,973 100% of total	10,562 100% of total	2.65 Avg 0%	1m 01s Avg 0%	81,964 100% of total	0.00
1 /		7,438 (26.59%)	4,863 (46.04%)	1.53	33s	22,936 (27.98%)	0.00 (–)
2 /best-locator/		2,982 (10.66%)	1,084 (10.26%)	2.75	1m 39s	7,658 (9.34%)	0.00 (–)
3 /information-for-caregivers/		2,427 (8.68%)	1,095 (10.37%)	2.22	47s	8,055 (9.83%)	0.00 (–)
4 /infants-children/minnesota-child-passenger-safety-law/		2,378 (8.5%)	2,050 (19.41%)	1.16	18s	7,088 (8.65%)	0.00 (–)
5 /cpst-resources/		1,339 (4.79%)	272 (2.58%)	4.92	1m 16s	3,924 (4.79%)	0.00 (–)
6 /cps-technician-login/		1,245 (4.45%)	658 (6.23%)	1.89	31s	3,334 (4.07%)	0.00 (–)
7 /resources/hot-cars/		1,187 (4.24%)	873 (8.27%)	1.36	17s	3,694 (4.51%)	0.00 (–)
8 /infants-children/seat-belt-safety-for-older-children/		978 (3.5%)	906 (8.58%)	1.08	10s	2,473 (3.02%)	0.00 (–)
9 /minnesota-car-seat-clinics/		910 (3.25%)	419 (3.97%)	2.17	1m 11s	2,729 (3.33%)	0.00 (–)
10 /infants-children/get-my-car-seat-checked/		803 (2.87%)	447 (4.23%)	1.80	21s	2,150 (2.62%)	0.00 (–)

2026 Communication Plan

A comprehensive communication strategy is developed in partnership with the Office of Traffic Safety to raise public awareness about seat belts, airbags, and child safety seats. This strategy leverages mass media to encourage news coverage of seat belt use in crashes and includes the continued creation of fact sheets to support public education. Community engagement and strong partnerships are essential in promoting seat belt and child passenger safety, distributing surveys and data, and advocating for occupant protection as a key component of health and injury prevention.

The program emphasizes community engagement across all initiatives. This includes providing resources in multiple languages for all populations. Collaboration with community leaders ensures that programs are responsive to local needs, fostering decision-making processes and resource distribution to address community-specific challenges effectively.

Minnesota’s CPS program will continue to focus on the safety of young children riding in vehicles. The emphasis in this area is on educating parents and caregivers on the importance of using child restraint system that is appropriate for the child’s height, weight, age, and developmental ability, as well as providing hands-on instruction on how to properly install child restraints in vehicles.

The use of an appropriate child restraint system that is correctly installed and properly adjusted is an important countermeasure for reducing fatalities and the severity of injuries suffered by young passengers in crashes. Ensuring that access to this education and training is available to residents in all areas of Minnesota, both urban and rural, and to the populations that are most at risk.

### **Basic Education for Safe Travel (B.E.S.T.) Program**

Minnesota has a long-standing training requirement for licensed childcare and foster care providers related to child passenger safety. In 2005, legislation was passed during a Special Session requiring all family and group childcare providers, childcare centers, and foster care providers licensed by the Minnesota Department of Human Services (DHS) to complete training on the proper use and installation of child passenger restraint systems. The training must be completed prior to transporting children under age 8 and is required to be renewed every five years.

To meet this mandate, Minnesota administers the Basic Education for Safe Travel (B.E.S.T.) Program, which replaced the former C.A.R.S. (Child and Restraint Systems) Program effective January 1, 2025.

Minnesota currently has **43 B.E.S.T. (Basic Education for Safe Travel) Facilitators** statewide who provide the required child passenger safety training to licensed childcare and foster care providers. These facilitators conduct the in-person, hands-on skills evaluation portion of the B.E.S.T. program. The B.E.S.T. Program consists of two parts: an online course covering essential car seat safety followed by the in-person skills evaluation conducted by a B.E.S.T. Facilitator. Completion of this program is mandatory every five years for all licensed childcare and foster care providers transporting children under age nine in Minnesota.

To be approved as a B.E.S.T. Facilitator, a certified child passenger safety technician must hold either proxy or instructor status. This requirement ensures that facilitators have the necessary expertise to provide accurate, high-quality training and hands-on skills evaluation.

Contact information for all 43 facilitators is maintained and available on the Buckle Up MN website to assist providers in locating a facilitator to complete the B.E.S.T. Program.

### **Minnesota Child Passenger Safety Law**

In addition, the MN CPS Law was updated and went into effect on August 1, 2024. We partnered with traffic safety partners, CPS liaisons and MN Toward Zero Deaths leaders to educate the public about the new law.

- Partnered with MN/OTS on a joint press release.
- Multiple news media interviews conducted by the statewide coordinator, CPS liaisons, and other CPSTs throughout the state
- Developed several educational resources for the website/events.
- Developed a laminated pocket card and visor card for law enforcement.



## BUCKLEUP CHILD PASSENGER SAFETY



Birth to at least 2 years old  
Rear-facing in an infant or convertible car seat  
169.685.4a(a)(1)



At least 2 years old AND has outgrown the rear-facing car seat by height or weight  
Forward-facing car seat with an internal harness  
169.685.4a(a)(2)



At least 4 years old AND has outgrown the forward-facing car seat by height or weight  
Booster seat using vehicle lap belt and shoulder belt  
169.685.4a(a)(3)



At least 9 years old or has outgrown the booster seat, AND can pass the 5-Step Test  
Vehicle seat using vehicle lap belt and shoulder belt  
169.685.4a(a)(4)

- If a child fits in more than one category, place them in the more protective category. 169.685.4a(a)(6)
- Children under the age of 13 must sit in a back seat, if possible. 169.685.4a(a)(5)
- Every driver who transports a child under the age of 18 years in a motor vehicle, is required to have the child restrained in a car seat or seat belt. 169.685.4a(c)

The Minnesota Child Passenger Safety Law gives best practice guidance to caregivers on car seats, booster seats and seat belts for safely transporting children.

Scan for more Child Passenger Safety Info

BuckleUpMN.org



### THE 5-STEP TEST

The 5-Step Test is a way to know when a child can ride without a booster seat. A child can safely ride on the vehicle seat with the lap and shoulder belt when the child can do ALL 5 steps.



1 The child sits all the way back against the vehicle seat



2 Their knees bend over the edge of the vehicle seat



3 The lap belt fits snugly across the hips near the top of the thighs, NOT THE ABDOMEN



4 The shoulder belt snugly crosses the center of the chest & shoulder, NOT THE NECK



5 The child sits correctly, without slouching, for the entire ride

#### Subd. 5. Violation; Petty Misdemeanor. 169.685.5(a)

- Any motor vehicle operator who violates subdivision 4a is guilty of a petty misdemeanor and may be sentenced to pay a fine of not more than \$50. The fine may be waived or the amount reduced if the motor vehicle operator produces evidence that within 14 days after the date of the violation a child passenger restraint system meeting federal motor vehicle safety standards was purchased or obtained for the exclusive use of the operator.
- At the time of issuance of a citation under this subdivision, a peace officer may provide to the violator information on obtaining a free or low-cost child passenger restraint system.
- The fines collected for violations of this subdivision must be deposited in the Minnesota child passenger restraint and education account.



### Examples of Media Coverage throughout Minnesota

- July 18, 2024: [KTTC](#): Changes to Minnesota's Child Passenger Safety Law go into effect Aug. 1
- July 18, 2024: [Fox 9](#): Minnesota child car seat laws changing Aug. 1: What you need to know
- July 19, 2024: [Bring Me the News](#): New child passenger laws going into effect August 1: What you need to know
- July 22, 2024: [Department of Public Safety, Office of Traffic Safety](#): Child Passenger Safety Law changes aim to protect kids
- July 22, 2024: [KARE 11](#): Buckle up, kids! New car seat safety laws take effect August 1<sup>st</sup>
- July 23, 2024: [Fox 21](#): What you need to know about Minnesota's new child passenger safety laws
- July 25, 2024: [Essentia Health](#) highlights new car seat laws going into effect in Minnesota
- July 27, 2024: [CBS News](#): Minnesota is changing its child car seat laws next month. Here's what that means.
- July 28, 2024: [KROX](#): Child Passenger Safety Law Changes on August 1, 2024
- July 29, 2024: [Minnesota Star Tribune](#): Parents, let's all get behind the new Minnesota car seat laws
- July 31, 2024: [KSTP](#): New car seat law goes into effect Aug. 1
- August 1, 2024: [CBS News](#): These new Minnesota laws are now in effect, including expanded car seat requirements
- August 2, 2024: [KSTP](#): New Car Safety Laws
- August 7, 2024: [Eden Prairie Local News](#): Minnesota implements stricter child car seat regulations
- September 23, 2024: [Brainerd Dispatch](#): Ask a Trooper What are the new car seat laws?

### **Child Restraint Inspection Stations**

Minnesota maintains a robust network of child restraint fitting stations across the state to ensure families have access to child passenger safety education and hands-on assistance. Currently, there are 90 permanent fitting stations located in both urban and rural communities throughout Minnesota's 87 counties. These fitting stations are housed in fire departments, law enforcement agencies, hospitals and other community-based organizations. All permanent fitting stations are staffed by nationally certified Child Passenger Safety Technicians (CPSTs) and/or Instructors (CPST-Is) who maintain current certification through Safe Kids Worldwide. These professionals provide education on appropriate restraint use based on the child's age and size and demonstrate proper installation of child restraints to ensure caregivers gain the knowledge and confidence to do so independently.

Minnesota supported 93 car seat education and distribution programs that provided free child restraints to low-income families through funding from the car seat/booster seat grant program from the Office of Traffic Safety. These programs provided a total of 1,174 child restraints to low-income families across the state, including 604 convertible seats, 328 harnessed boosters, 110 high-back boosters, and 132 no-back boosters. These programs play a vital role in ensuring safe transportation for children who may not otherwise have access to appropriate car seats or booster seats, while also delivering critical education to caregivers.

A complete list of fitting stations is available on the new Buckle Up MN website. The site includes location details and contact information for the CPST at each location. Listings are organized by county, and users can either select their county from an interactive map or browse alphabetically.

In addition to permanent fitting stations, Minnesota hosts a variety of community-based **Car Seat Checkup Events** throughout the year, which are also listed on the Buckle Up MN website. The event calendar provides an easy-to-use platform for both the public and CPSTs. Certified technicians can easily submit upcoming events through the "Add My Event" feature at the top of the page. For caregivers, the site offers a searchable calendar organized in multiple ways—including by keywords, date (day, month, list view), location, and host organization—making it easy to find a nearby event. Each listing includes event details such as time, venue, hosting agency, and whether an appointment is needed. These checkup events are vital for increasing access to education and support, especially in communities without a permanent fitting station.

Minnesota's network of fitting stations ensures that families across all 87 counties have access to child passenger safety support. The 90 fitting stations include 54 located in urban counties and 36 in rural counties, ensuring coverage in both densely populated and more remote areas. Although not every county currently hosts a permanent fitting station, residents in all regions can receive support through Minnesota's regionally based Child Passenger Safety Liaisons. These liaisons provide technical assistance; help coordinate mobile fitting events and support local CPS efforts. The regional liaisons include:

**Northwest Region** – Jasmine Wangen

**Northeast Region** – Randi Smith

**Southern Region** – Sheila Denton

**Hospital Support Liaison** – Shonette Micco

These liaisons serve as advocates at community events and build strong relationships with traffic safety partners across the state to distribute child passenger safety resources. As change agents, they are instrumental in developing strategies to eliminate service area gaps throughout Minnesota. To date in addition to events and outreach, they have inspected 230 car seats and 217 have been replaced due to expiration, or other safety concerns. Additionally, our hospital liaison has issued 78 inpatient seats to ensure safe transport for newborns and young children.

The Minnesota Demographic Center examined each Census tract in the state to determine its “type” using the definitions in the Rural-Urban Commuting Area framework, which is a way to define geographic areas to include more than population. They incorporate population density, urbanization, and daily commuting to define the geographical areas, and they are grouped into four geography definitions including urban definition, large town definition, small town definition, and rural definition.

Based on this definition, the MN State Demographer’s Office analyzed each county to determine the combinations of census tract types in each county to be entirely rural, town/rural mix, urban/town/rural mix or entirely urban. In the table below, the thirty-eight counties categorized as “entirely urban” or “urban/town/rural mix” are highlighted in blue. As the table below shows, 54 fitting stations are in urban counties and 36 are in rural counties.

Minnesota Car Seat Education & Distribution Programs, Serving Urban & Rural Counties, 2025-2026								
County	Total Population*	% Urban	% Rural	# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Education & Distribution Programs
				Urban	Rural	Minority	Low Income	
Aitkin	16,104		100%		0			0
Anoka	371,269	100%		3				5
Becker	35,288			1				1
Beltrami	46,719				2			2
Benton	41,599			2				0
Big Stone	5,114		100%		1			1
Blue Earth	70,291	100%		1				3
Brown	25,626				1			1
Carlton	36,823			1				1
Carver	113,332	100%		1				2
Cass	31,448				1			1
				# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Education & Distribution Programs
	Total	%	%	Urban	Rural	Minority	Low Income	
County	Population*	Urban	Rural	Urban	Rural	Minority	Low Income	
Chippewa	12,172				1			1
Chisago	58,536	100%		0				0
Clay	66,258	100%		0				1

<b>Clearwater</b>	8,644				0			1
<b>Cook</b>	5,638		100%		1			2
<b>Cottonwood</b>	11,320				1			1
<b>Crow Wing</b>	68,306				2			2
<b>Dakota</b>	449,658	100%		5				0
<b>Dodge</b>	21,088	100%		0				1
<b>Douglas</b>	39,953				2			2
<b>Faribault</b>	13,875				0			0
<b>Fillmore</b>	21,524			1				1
<b>Freeborn</b>	30,513				0			0
<b>Goodhue</b>	48,040			1				2
<b>Grant</b>	6,139		100%		1			0
<b>Hennepin</b>	1,297,847	100%		9				5
<b>Houston</b>	18,582			1				1
<b>Hubbard</b>	22,132				0			1
<b>Isanti</b>	43,182			2				0
<b>Itasca</b>	45,368				0			2
<b>Jackson</b>	9,917				1			0
<b>Kanabec</b>	16,604			1				1
<b>Kandiyohi</b>	43,813				1			1
<b>Kittson</b>	4,058		100%		1			1
<b>Koochiching</b>	11,799				0			0
<b>Lac qui Parle</b>	6,630		100%		1			1

Lake	10,854				0			0
Lake of the Woods	3,779		100%		0			0
Le Sueur	29,255			1				1
Lincoln	5,523		100%		0			0
Lyon	25,427				0			1
McLeod	36,882			1				1

Mahnomen	5,281		100%		1			0
Marshall	8,816			1				1
Martin	19,656				0			0
Meeker	23,490				1			1
Mille Lacs	27,428			0				0
Morrison	34,249				1			0
				# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Education & Distribution Programs
	Total	%	%	Urban	Rural	Minority	Low Income	
County	Population*	Urban	Rural	Urban	Rural	Minority	Low Income	
Mower	40,035			1				2
Murray	8,050		100%		0			0
Nicollet	34,242			0				1
Nobles	21,728				0			1
Norman	6,328		100%		1			1
Olmsted	164,785	100%		1				1
Otter Tail	60,633				1			1
Pennington	13,712				1			1
Pine	30,204			0				0
Pipestone	9,246				1			0
Polk	30,411			2				1
Pope	11,399				1			0
Ramsey	553,409	100%		4				3
Red Lake	3,910		100%		1			0
Redwood	15,288				0			1
Renville	14,348		100%		2			3
Rice	67,946			1				1

Rock	9,551			0			0
Roseau	15,249				1		1
Saint Louis	200,516			2			3
Scott	156,529	100%		2			3
Sherburne	102,206	100%		1			1
Sibley	15,084			0			0
Stearns	160,981			4			2
Steele	37,422				1		1
Stevens	9,727				2		1
Swift	9,717				0		1
Todd	25,673				1		2
Traverse	3,138		100%		1		0
Wabasha	21,681			0			2
Wadena	14,240				0		1
Waseca	18,994			1			1

Washington	280,411	100%		1			3
Watonwan	11,077				1		1
Wilkin	6,330				1		1
Winona	49,721			1			1
Wright	151,149			1			1
Yellow Medicine	9,467				0		1
TOTAL							
TOTAL Inspection Stations				53	36		93

Source: MN State Demographic Center, County Data, Latest annual estimates of Minnesota and its eighty-seven counties' populations and households, 2023 (<https://mn.gov/admin/demography/data-by-topic/population-data/our-estimates/>)

Notes: Counties classified as Urban are highlighted in blue, as noted in Figure 27, categorizations based on an analysis of rural-urban commuting areas at each county's census tract level with data from the MN State Demographic Office (<https://www.ruralmn.org/the-state-of-rural-2025/>)

Information on inspection stations that focus on underserved populations is only available for those receiving free car seats through the OTS distribution program. Information on all inspection stations is available at <https://buckleupmn.org/infants-children/get-my-car-seat-checked/>

Information on Car Seat Education & Distribution Programs is based on who received car seats through the OTS distribution program, awarded May 2024. Funding for these car seats is provided by seat belt or child restraint citations issued in the state. Seats distributed from this program go to low-income families who live in MN using the guideline of 200% of the federal poverty guidelines or less. Each seat distributed includes an educational component and installation assistance.

## **Minnesota Child Restraint Fitting Stations *Organized by County***

### **Anoka County**

- *Anoka County Sheriff's Office*  
13301 Hanson Blvd NW, Andover, MN 55304  
Contact: Laura Landes | 763-324-5179 | laura.landes@anokacountymn.gov
- *City of Fridley Public Safety Department*  
7071 University Ave NE, Fridley, MN 55432  
Contact: Maddison Zikmund | 763-572-3629 | safekids@fridleymn.gov
- *SBM Fire Department*  
11920 Ulysses St NE, Blaine, MN 55434  
Contact: Ashley Krepsky | 763-231-1802 | akrepsky@sbmfire.org

### **Becker County**

- *Becker County Public Health*  
712 Minnesota Ave, Detroit Lakes, MN 56501  
Contact: Karol Berg | 218-847-5628 | karol.berg@co.becker.mn.us

### **Beltrami County**

- *Beltrami County Public Health*  
616 America Ave NW #130, Bemidji, MN 56601  
Contact: Katie Smith | 218-333-8154 | katelyn.smith@co.beltrami.mn.us
- *Indian Health Services*  
24760 Hospital Dr, Red Lake, MN 56671  
Contact: Shelley L or Jessica S | 218-679-3912

### **Benton County**

- *Benton County Public Health (By appointment)*  
531 Dewey St, Foley, MN 56329  
Contact: Brianne Zulawski | 320-968-5331 | publichealth@co.benton.mn.us
- *Sartell Police Department*  
501 Pinecone Rd S, Sartell, MN 56377  
Phone: 320-251-8186

### **Big Stone County**

- *Countryside Public Health*  
342 2nd St NW, Ortonville, MN 56278  
Contact: Trudy Olsen or Hannah Maanum | 320-843-4546 | tolsen@countryside.co.swift.mn.us

### **Blue Earth County**

- *Options*  
11 Civic Center Plaza, Suite 011, Mankato, MN 56001  
Contact: Crystal McCue | 507-625-2229 | clientservicesofwm@gmail.com

### **Brown County**

- *Brown County Public Health*  
1117 Center St, New Ulm, MN 56073  
Contact: Melissa Hoffmann | 507-233-6815 | melissa.hoffmann@co.brown.mn.us

### **Carlton County**

- *Cloquet Area Fire District*  
508 Cloquet Ave, Cloquet, MN 55720  
Phone: 218-499-4258

### **Carver County**

- *Carver County Public Health*  
600 East 4th St, Chaska, MN 55318  
Contact: Tami LaGow | 952-361-1349 | tlagow@co.carver.mn.us

### **Cass County**

- *Cass County HHVS*  
400 Michigan Ave W, Walker, MN 56484  
Contact: Merilee Payne | 218-547-6829 | merilee.payne@casscountymn.gov

### **Chippewa County**

- *Countryside Public Health*  
517 N 17th St, Montevideo, MN 56265  
Contacts: Jennifer, David Bothun | 320-843-4546  
Emails: jennifer@countryside.co.swift.mn.us, david@countryside.co.swift.mn.us

### **Cook County**

- *Sawtooth Mountain Clinic*  
513 5th Ave W, Grand Marais, MN 55604  
Contact: Christine Kunze | 218-387-2330 | christine@sawtoothmountainclinic.org

### **Cottonwood County**

- *Des Moines Valley Health and Human Services*  
235 9th St, Windom, MN 55101  
Contact: Erin Behnke | 507-831-1987 | erin.behnke@dvhhs.org

### **Crow Wing County**

- *Brainerd Police Department*  
225 E River Rd, Brainerd, MN 56401  
Contact: Jay Personius | 218-829-2805 | jay.personius@ci.brainerd.mn.us



- *Crow Wing County Community Services*

204 Laurel St, Brainerd, MN 56401

Contacts:

- Sheri Withhart | 218-824-1254 | [sheri.withhart@crowwing.gov](mailto:sheri.withhart@crowwing.gov)
- Amber Stroschein | 218-855-3658 | [amber.stroschein@crowwing.gov](mailto:amber.stroschein@crowwing.gov)

## **Dakota County**

- *Apple Valley Police Department*

7100 147th St. W, Apple Valley, MN 55124

Contact: Pam Walter | 952-953-2706

Email: [pam.walter@applevalleymn.gov](mailto:pam.walter@applevalleymn.gov)

- *Burnsville Police Department*

100 Civic Center Pkwy, Burnsville, MN 55337

Contacts: Alecia Ainslie, Shannon Siem | 952-641-1169 (Ainslie), 952-641-1328 (Siem)

Emails: [alecia.ainslie@burnsvillemn.gov](mailto:alecia.ainslie@burnsvillemn.gov), [shannon.siem@burnsvillemn.gov](mailto:shannon.siem@burnsvillemn.gov)

- *CAP Agency Head Start*

738 1st Ave E, Shakopee, MN 55379

Contact: Danielle Anderson | 651-253-7083

Email: [danderson@capagency.org](mailto:danderson@capagency.org)

- *Eagan Police Department*

3830 Pilot Knob Rd., Eagan, MN 55122

Contact: Jill Ondrey | 651-675-5700 (By appointment only; must live or work in Eagan)

Email: [jill.ondrey@eaganmn.gov](mailto:jill.ondrey@eaganmn.gov)

- *Lakeville Fire Department (Fire Station 4)*

9465 185th Street West, Lakeville, MN

Contact: Zach Weise | 952-985-4730

Email: [zweise@lakevillemn.gov](mailto:zweise@lakevillemn.gov)

## **Douglas County**

- *Horizon Public Health*

809 Elm Street, Suite 1200, Alexandria, MN 56308

Contact: Lindsey Reishus | 320-763-7805 | [lindseyr@horizonph.org](mailto:lindseyr@horizonph.org)

- *Life Connections Parenting and Pregnancy Support Center*

1309 Highway 29 N, Suite 102, Alexandria, MN 56308

Contacts: Suzanne Sudmeier, Julie Desautels, Michele Hooper

Phone: 320-762-1224 | [lifeconnectionsmin@gmail.com](mailto:lifeconnectionsmin@gmail.com)

Appointments: Mon, Wed, Fri (10:00 AM – 4:30 PM)

## **Fillmore County**

- *Fillmore County Public Health*

101 Fillmore Street, Preston, MN 55965

Contact: Brenda Pohlman | 507-765-3898 | [bpohlman@co.fillmore.mn.us](mailto:bpohlman@co.fillmore.mn.us)

## **Grant County**

- *Horizon Public Health*

809 Elm Street, Suite 1200, Alexandria, MN 56308

Contact: Tanya Estenson | 320-208-2231 | [tanyae@horizonph.org](mailto:tanyae@horizonph.org)

## **Goodhue County**

- *Zumbrota Police Department*  
50 W 2nd St, Zumbrota, MN 55992  
Contact: Shannon Clemenson | 507-732-5219 | [sclemenson@ci.zumbrota.mn.us](mailto:sclemenson@ci.zumbrota.mn.us)

## **Hennepin County**

- *Bloomington*  
1800 West Old Shakopee Rd, Bloomington, MN 55431 | Phone: 952-563-4801
- *Children's Minnesota*  
2525 Chicago Ave S, Minneapolis, MN 55404  
Contact: Esther DeLaCruz | 651-796-8142
- *City of Hopkins Police Department*  
1010 First St S, Hopkins, MN 55343  
Contact: Ann Marie Buck | 952-548-6407 | [abuck@hopkinsmn.com](mailto:abuck@hopkinsmn.com)
- *Easy as 123 Daycare Consultants, LLC*  
1007 W Broadway, Minneapolis, MN 55411  
Contact: Lafayette Butler-Robinson | 612-461-1609 | [easy123dc@gmail.com](mailto:easy123dc@gmail.com)
- *Eden Prairie Police Department*  
8080 Mitchell Rd, Eden Prairie, MN 55344 Contact: Officer Kuffel | Phone: 952-949-6200
- *Maple Grove Police Department*  
12800 Arbor Lakes Pkwy, Maple Grove, MN 55369  
Contact: Todd Strege | 763-494-6134 | [tstrege@maplegrovmn.gov](mailto:tstrege@maplegrovmn.gov)
- *St. Louis Park Fire Stations*
  - Station 1: 3750 Wooddale Ave S, St. Louis Park, MN 55416
  - Station 2: 2262 Louisiana Ave S, St. Louis Park, MN 55426  
Contact: Sue Ramussen | 952-924-2595
- *North Memorial Health*  
3300 Oakdale Ave N, Robbinsdale, MN 55422  
Contact: Mandy McCallum | 763-581-3743 | [Amanda.McCallum@NorthMemorial.com](mailto:Amanda.McCallum@NorthMemorial.com)

## **Houston County**

- *Houston County Public Health*  
611 Vista Drive, Caledonia, MN 55921  
Contact:
  - Brianna Ceser | [Brianna.Ceser@co.houston.mn.us](mailto:Brianna.Ceser@co.houston.mn.us)
  - Susan Felten | [Susan.Felten@co.houston.mn.us](mailto:Susan.Felten@co.houston.mn.us)  
Phone: 507-725-5810

### **Isanti County**

- *Braham Police Department*  
201 Broadway Ave S, Braham, MN 55006  
Contact: Randi Smith | 320-496-8727 | [rsmith@brahammn.gov](mailto:rsmith@brahammn.gov)
- **Isanti County**  
Isanti County Public Health  
1700 E Rum River Drive S, Suite A, Cambridge, MN 55008  
Diane Wiss | 763-689-8281 | [Diane.Wiss@co.isanti.mn.us](mailto:Diane.Wiss@co.isanti.mn.us)

### **Jackson County**

- *Des Moines Valley Health and Human Services*  
407 5th St, Jackson, MN 56143  
Contact: Angela Naumann | 507-847-6918 | [angela.naumann@dvhs.org](mailto:angela.naumann@dvhs.org)

### **Kanabec County**

- *Kanabec County Community Health*  
905 E Forest Ave, Suite 140, Mora, MN 55051  
Contact: Diana Waschenbecker | 320-679-6329 | [diana.waschenbecker@kanabeccountymn.gov](mailto:diana.waschenbecker@kanabeccountymn.gov)

### **Kandiyohi County**

- *Kandiyohi County Public Health*  
2200 23rd St NE, Suite 1080, Willmar, MN 56201  
Contacts:
  - Jennifer Bernstein | [jennifer.bernstein@kcmn.us](mailto:jennifer.bernstein@kcmn.us)
  - Tammy Berg | [tammy.berg@kcmn.us](mailto:tammy.berg@kcmn.us)  
Phone: 320-231-7800

### **Kittson County**

- *Kittson Healthcare*  
1010 S Birch Ave, Humboldt, MN 56728  
Contact: Shunay Soliah | 218-843-3662 | [shunay.soliah@kmhc.net](mailto:shunay.soliah@kmhc.net)

### **Lac qui Parle County**

- *Countryside Public Health*  
422 5th Ave, Suite 305, Madison, MN 56256  
Contact: Ashley Hibma | 320-843-4546

### **Le Sueur County**

- *Le Sueur County Public Health*  
130 S Park Ave, Le Center, MN 56057  
Contacts: Vanessa Holicky, Rachel Burgess | 507-357-8246  
Emails: [vanessa.holicky@lesueurcounty.gov](mailto:vanessa.holicky@lesueurcounty.gov), [rachel.burgess@lesueurcounty.gov](mailto:rachel.burgess@lesueurcounty.gov)

### **Mahnomen County**

- *Norman-Mahnomen Public Health*  
115 E Madison Ave, Mahnomen, MN 56557  
Contact: Ashley Braun, RN, CLC | 218-935-3317  
Email: [ashley.braun@normanmn.gov](mailto:ashley.braun@normanmn.gov)

### **Marshall County**

- *North Valley Public Health*  
115 S Main St, Warren, MN 56762  
Contact: Ashley Fredrickson | 218-745-5154

### **McLeod County**

- *McLeod County Health and Human Services*  
520 Chandler Ave N, Glencoe, MN 55336  
Contacts: Kerry Ward or Jayme Krauth | 320-864-3185  
Email: [ashley.fredrickson@northvalleyhealth.org](mailto:ashley.fredrickson@northvalleyhealth.org)

### **Meeker County**

- *Meeker County Health and Human Services*  
114 N Holcombe Ave, Suite 180, Litchfield, MN 55355  
Contact: Elaina Larson | 320-693-5393 | [Elaina.Larson@co.meeker.mn.us](mailto:Elaina.Larson@co.meeker.mn.us)

### **Mower County**

- *Rachel's Hope*  
313 2nd Ave NE, Austin, MN 55912  
Contact: Jamie Riskedahl | 507-433-7595 | [outreach@rachelshopemn.org](mailto:outreach@rachelshopemn.org)

### **Norman County**

- *Norman-Mahnomen Public Health*  
12 3rd Ave E, Ada, MN 56510  
Contact: Ashley Braun, RN, CLC | 218-935-3317  
Email: [ashley.braun@normanmn.gov](mailto:ashley.braun@normanmn.gov)

### **Olmsted County**

- *Olmsted County Public Health*  
2100 Campus Drive SE, Rochester, MN 55904  
Contacts:
  - Molly Conley
  - Car Seat Team | [PHcarseatservices@olmstedcounty.gov](mailto:PHcarseatservices@olmstedcounty.gov)  
Phone: 507-328-7121

### **Otter Tail County**

- *Otter Tail County Health and Human Services*  
520 W Fir Ave, Fergus Falls, MN 56537  
Contact: Eric Lien | 218-998-8061 | [elien@ottertailcounty.gov](mailto:elien@ottertailcounty.gov)

### **Pennington County**

- *Pennington County Public Health and Home Care*  
101 Main Ave N, Thief River Falls, MN 56701  
Contacts: Amanda Englund or Katie Ellerbusch | 218-681-0876 | [acenglund@co.pennington.mn.us](mailto:acenglund@co.pennington.mn.us)

### **Pipestone County**

- *Pipestone County Ambulance*  
811 5th St SE, Pipestone, MN 56164  
Contact: Danielle Thompson | 507-825-1170 | [danielle.thompson@pcmn.us](mailto:danielle.thompson@pcmn.us)

### **Polk County**

- *Polk County Public Health*  
250 Cleveland Ave, McIntosh, MN 56556  
Contact: Joann Munter | 218-563-2010 | [joann.munter@co.polk.mn.us](mailto:joann.munter@co.polk.mn.us)
- *Safe Kids Grand Forks*  
Contact: Jasmine Wangen | 701-780-1489 | [jwangen@altru.org](mailto:jwangen@altru.org)

### **Pope County**

- *Horizon Public Health*  
809 Elm Street, Suite 1200, Alexandria, MN 56308  
Contact: Lindsey Reishus | 320-763-7805 | [lindseyr@horizonph.org](mailto:lindseyr@horizonph.org)

### **Ramsey County**

- *Regions Hospital*  
St. Paul, MN 55101  
Contact: Shonette Micco | 651-254-3564 | [carseatinfo@healthpartners.com](mailto:carseatinfo@healthpartners.com)
- *St. Paul Police Department*  
St. Paul, MN 55101  
Contact: Shonette Micco | 651-266-5990 | [SPPD-CarSeatSafety@stpaul.gov](mailto:SPPD-CarSeatSafety@stpaul.gov)
- *Vadnais Heights Fire Department*  
3595 Arcade Street, Vadnais Heights, MN 55127  
Contact: Nathan Krause | 651-204-6030 | [nate.krause@cityvadnaisheights.com](mailto:nate.krause@cityvadnaisheights.com)
- *Women's Life Care Center*  
2870 Middle Street, St. Paul, MN 55117  
Contact: Jacinta Lagasse | 651-777-0350 | [jlagasse@womenslifecarecenter.org](mailto:jlagasse@womenslifecarecenter.org)

### **Red Lake County**

- *Red Lake County Public Health and Home Care*  
101 Main Ave N, Thief River Falls, MN 56701  
Contacts: Amanda Englund or Katie Ellerbusch | 218-681-0876

### **Renville County**

- *Lower Sioux Caṅsayapi Wakānyeža Owayawa Oṭi (CWOO)*  
39375 Co Hwy 24, Suite A, Morton, MN 56270  
Contact: Bridget Nez | 507-697-8264 | [bridget.nez@lowersioux.com](mailto:bridget.nez@lowersioux.com)
- *Renville County Public Health*  
105 S 5th St, Suite 119H, Olivia, MN 56277  
Contact: Krista Schneider | 320-523-2570 | [krista.schneider@renvillecountymn.gov](mailto:krista.schneider@renvillecountymn.gov)

### **Rice County**

- *Rice County Public Health*  
320 3rd St NW, Faribault, MN 55021  
Contact: Ilwad Salex | 507-333-3810 | [ilwad.salex@ricecountymn.gov](mailto:ilwad.salex@ricecountymn.gov)

### **Roseau County**

- *LifeCare Public Health*  
715 Delmore Drive, Roseau, MN 56751  
Contact: Brooke Homstad | 218-436-3211 | [bhomstad@lifecaremc.com](mailto:bhomstad@lifecaremc.com)

### **Scott County**

- *Scott County Sheriff's Office*  
301 S Fuller St, Shakopee, MN 55379  
Contact: Amy Weckman | 952-923-3160 | [aweckman@co.scott.mn.us](mailto:aweckman@co.scott.mn.us)
- *Shakopee Police Department*  
475 Gorman St, Shakopee, MN 55379  
Contact: Adam Krichbaum | 952-233-9497 | [akrichbaum@shakopeemn.gov](mailto:akrichbaum@shakopeemn.gov)

### **Sherburne County**

- *Sherburne County Health & Human Services*  
13880 Business Center Dr NW, Suite 100, Elk River, MN 55330  
Contacts: Mark Lees or Alison Miller | 800-433-5239 / 763-765-4300 | [public.health@co.sherburne.mn.us](mailto:public.health@co.sherburne.mn.us)

### **St. Louis County**

- *Aspirus St. Luke's*  
6127 Highway 2, Duluth, MN 55810  
Contact: Amanda Schafter | 320-523-2570 | [aschafter.cps@gmail.com](mailto:aschafter.cps@gmail.com)
- *Essentia Health Virginia Birthplace*  
901 9th St N, Virginia, MN 55792  
Contact: Angie VanDuker | 651-402-7458 | [angela.vanduker@essentiahealth.org](mailto:angela.vanduker@essentiahealth.org)

### **Stearns County**

- *Stearns County Human Services*  
3301 Co Rd 13, St. Cloud, MN 56301  
Contact: Jodi Eickhoff | 320-656-6100
- *Milestones St. Cloud*  
Phone: 320-251-5081
- *Sartell Police Department*  
501 Pinecone Rd S, Sartell, MN 56377 | Phone: 320-251-8186
- *Waite Park Police Department*  
19 13th Ave N, Waite Park, MN 56387  
Contact: Alicia Mages | 320-251-7393 | [alicia.mages@ci.waiteparkpd.mn.us](mailto:alicia.mages@ci.waiteparkpd.mn.us)

### **Steele County**

- *Steele County Public Health*  
635 Florence Ave, PO Box 890, Owatonna, MN 55060  
Contact: Lisa Waypa | 507-444-7650 | [lisa.waypa@steelecountymn.gov](mailto:lisa.waypa@steelecountymn.gov)

### **Stevens County**

- *Horizon Public Health*  
809 Elm Street, Suite 1200, Alexandria, MN 56308  
Contact: Tanya Estenson | 320-208-2231 | [tanyae@horizonph.org](mailto:tanyae@horizonph.org)
- *Options for Women Morris*  
615 Atlantic Ave, Morris, MN 56267  
Contact: Carly Howe | 605-695-3096 | [director@optionsmorris.com](mailto:director@optionsmorris.com)

### **Todd County**

- *Todd County Health and Human Services*  
212 2nd Ave S, Long Prairie, MN 56347  
Contact: Stephanie Mitzel | 320-732-4447 | [stephanie.mitzel@co.todd.mn.us](mailto:stephanie.mitzel@co.todd.mn.us)

### **Traverse County**

- *Horizon Public Health*  
809 Elm Street, Suite 1200, Alexandria, MN 56308  
Contact: Tanya Estenson | 320-208-2231 | [tanyae@horizonph.org](mailto:tanyae@horizonph.org)

### **Waseca County**

- *Waseca County Public Health*  
1000 W Elm Ave, Waseca, MN 56093  
Contact: Kirston Janike | 507-835-0685

### **Washington County**

- *Woodbury Location*  
8301 Valley Creek Rd, Woodbury, MN 55125 | Phone: 651-714-3500

### **Watonwan County**

- *Watonwan County Human Services*  
715 2nd Ave S, St. James, MN 56081  
Contact: Michele Johnson | 507-375-7865 | michele.johnson@co.watonwan.mn.us

### **Wilkin County**

- *Wilkin County Health and Human Services*  
300 5th St S, Breckenridge, MN 56520  
Contact: Maggie Wiertzema | 218-643-7161 | mwiertzema@wilkincounty.gov

### **Winona County**

- *Winona County Health & Human Services*  
825 Mankato Ave, Suite 202, Winona, MN 55987 | Phone: 507-457-6500

### **Wright County**

- *Wright County Health & Human Services*  
3650 Braddock Ave NE, Suite 2100, Buffalo, MN 55313  
Contact: Kai Sin | 763-682-7354 | kai.sin@co.wright.mn.us

## **Minnesota Car Seat and Booster Seat Education & Distribution Programs *Organized by County***

### **Anoka County**

- Anoka County Sheriff's Office
- Coon Rapids Fire Department
- Epiphany Caring For Life
- Spring Lake Park Fire Department
- Tri-Valley Opportunity Council Inc

### **Becker County**

- Becker County Public Health

### **Beltrami County**

- Beltrami County Public Health
- IHS Red Lake (Red Lake IHS)

### **Big Stone County**

- Countryside Public Health

### **Blue Earth County**

- Lutheran Social Services
- Mankato Clinic
- Options for Women



Brown County

- Brown County Public Health

Carlton County

- FDL Human Services Center

Carver County

- Carver County Public Health
- Chaska Police Department

Cass County

- Cass County HHVS

Chippewa County

- Countryside Public Health - Montevideo

Clay County

- Clay County Public Health

Clearwater County

- Clearwater County Nursing Service

Cook County

- Cook County Public Health and Human Services
- Sawtooth Mountain Clinic

Cottonwood County

- Des Moines Valley Health and Human Services

Crow Wing County

- Brainerd Police Department
- Crow Wing County Community Services

Dodge County

- Dodge County Public Health

Douglas County

- Life Connections – Parenting and Pregnancy Support
- Olmsted Medical Center

Fillmore County

- Fillmore County Public Health

#### Goodhue County

- Goodhue County Health and Human Services
- Zumbrota Police Department

#### Hennepin County

- Children's Minnesota
- Community University Health Care Center
- Easy as One Two Three Daycare Consultant
- Hennepin Healthcare
- Hopkins Police

#### Houston County

- Houston County Public Health and Human Services

#### Hubbard County

- CHI St. Joseph's Community Health - Hubbard County

#### Itasca County

- Grand Rapids Police Department
- New Beginnings Pregnancy

#### Kanabec County

- Kanabec County Community Health

#### Kandiyohi County

- Kandiyohi County Public Health

#### Kittson County

- Kittson Healthcare Public Health

#### Lac qui Parle County

- Countryside Public Health

#### Le Sueur County

- Le Sueur County Public Health

#### Lyon County

- Tri-Valley Opportunity Council

#### Marshall County

- Northwest Community Action

#### McLeod County

- McLeod County Health and Human Services

#### Meeker County

- Meeker County Public Health

#### Mower County

- Mower County Health and Human Services
- Southern Minnesota Women's Center

#### Nicollet County

- Nicollet County HHS

#### Nobles County

- Nobles County Public Health

#### Norman-Mahnomen Counties

- Norman-Mahnomen Public Health

#### Olmsted County

- Olmsted County Public Health

#### Otter Tail County

- Otter Tail County

#### Pennington County

- Inter County Nursing Service

#### Pipestone County

- Pipestone County Ambulance

#### Polk County

- Polk County Public Health

#### Ramsey County

- Children's Home Society of Minnesota
- Vadnais Heights Fire Department
- Women's Life Care Center

#### Redwood County

- Lower Sioux Early Head Start and Head Start

#### Renville County

- Bird Island First Responders

- 
- Olivia Police Department
- Renville County Public Health

#### Rice County

- Rice County Public Health

#### Roseau County

- LifeCare Public Health

#### Scott County

- Scott County Sheriff's Office
- Shakopee Police Department
- Belle Plaine Police Department

#### Sherburne County

- Sherburne County Health and Human Services

#### St. Louis County

- Duluth Fire Department
- Essentia Health
- St. Luke's Hospital

#### Stearns County

- Milestones
- Tri-Valley Opportunity Council

#### Steele County

- Steele County Public Health

#### Stevens County

- Tri-Valley Opportunity Council

#### Swift County

- Countryside Public Health Swift County

#### Todd County

- Todd County Health and Human Services
- Virginia (City/County)
- Essentia Health Virginia Hospital Birthplace

Wabasha County

- Wabasha County Public Health
- Menahga Public Schools

Wadena County

- Wadena County Public Health

Waseca County

- Waseca County Public Health

Washington County

- Cottage Grove Fire Department
- Washington County Public Health & Environment
- Woodbury Public Safety

Watsonwan County

- Watsonwan County Human Services

Wilkin County

- Wilkin County Health and Human Services

Winona County

- Winona County Health and Human Services

Wright County

- Wright County Health and Human Services

Yellow Medicine County

- Countryside Public Health Yellow Medicine

## **Children with Special Needs**

### **Safe Travel for All Children (STAC)**

The establishment of additional special needs car seat fitting stations at hospitals with certified CPS technicians on staff who have completed the special needs technician training is also a priority. Minnesota is limited in this field right now and is dedicated to having more technicians complete the special needs training.



### Child Passenger Safety Technicians

The availability of a large pool of persons with the training, knowledge and skills to identify when a car seat is installed incorrectly, determine the correct installation for the seat, and demonstrate the proper installation, including the use of the LATCH system, to parents and other caregivers is essential to sustaining the state's CPS program. People interested in becoming certified CPS technicians must complete a three - or four-day Standardized Child Passenger Safety Technician Course provided by Safe Kids Worldwide. People successfully completing this training are certified for two years; to be recertified after two years, CPS technicians must earn six Continuing Education Units (CEU) and demonstrate the proper installation of five distinct types of car seats in front of a certified instructor or technician proxy.

This project provides support for the delivery of standardized CPS Certification Courses for new technicians, as well as updated training classes. Continuing Education Units (CEU) that can be used toward recertification are available for the technicians who attend these updated training classes. Every fall at the Toward Zero Deaths conference we provide CEU credits for CPSTs to maintain their certification. Planned for this year's conference six CEUs will be provided for technicians so they can attend and get all the required credits to maintain their certification in-person at one place.



### **CPS Certified Technicians**

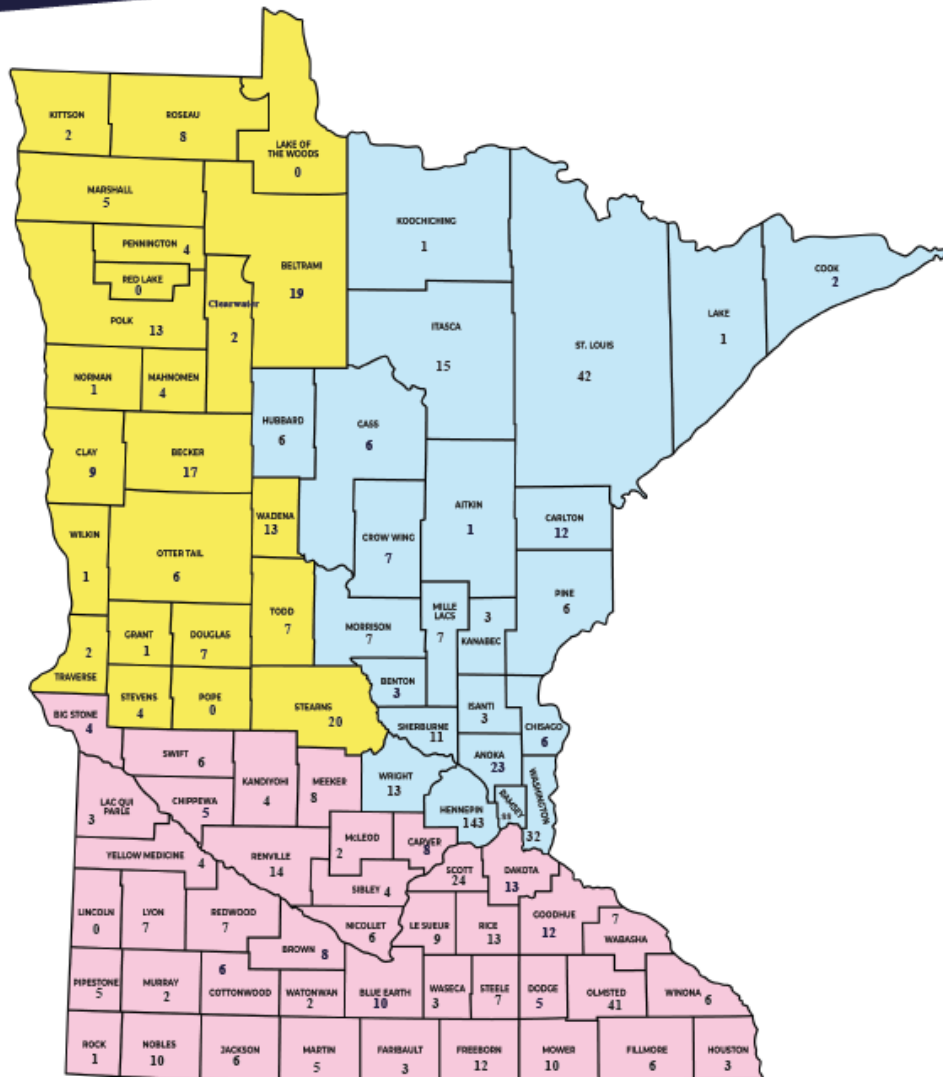
Minnesota has been successful in maintaining an adequate number of nationally certified CPS technicians to provide statewide coverage of the fitting stations and car seat check events that are scheduled.

### **Certified Child Passenger Safety Technicians – Statewide Overview**

As of June 2025, Minnesota has a total of 887 currently certified Child Passenger Safety Technicians (CPSTs). This total includes all certified technicians statewide, including CPS technicians, proxies, instructor candidates, and instructors. The map displays the distribution of technicians across Minnesota’s 87 counties. Here is the breakdown by Minnesota Toward Zero Deaths (TZD) regional boundaries:

Region	Number of Technicians
West Central	57
Southwest	71
South Central	122
Southeast	73
Northeast	80
Northwest	60
East Central	87
Metro	337
Total	887





Through the efforts of the Child Passenger Safety (CPS) Coordinator, we will continue to promote Minnesota's CPS program and coordinate training and events that support technician recruitment. The CPS Coordinator works closely with the statewide CPS Advisory Board, which includes representatives from all eight regions of the state. In addition to serving as a communication network, these regional representatives play a key role in recruitment and training by identifying areas with a need for additional technicians, organizing training sessions, and recruiting participants.

### **CPS Certified Technician Training Classes**

Minnesota has been successful in maintaining an adequate number of nationally certified CPS technicians to provide statewide coverage of the fitting stations and car seat check events that are scheduled. So far in FFY 2025, there is a total of 30 Standardized CPS Technician Training classes that resulted in 153 newly certified technicians. Complete list of scheduled courses below.

<b>Course Type</b>	<b>Class Type</b>	<b>Course Language</b>	<b>Course Status</b>	<b>State</b>	<b>Start Date</b>
Certification	Public	English	Finalized	MN	10/16/2024
Certification	Controlled	English	Finalized	MN	10/22/2024
Certification	Controlled	English	Finalized	MN	11/5/2024
Certification	Controlled	English	Finalized	MN	11/7/2024
Renewal					
Testing	Controlled	English	Finalized	MN	12/18/2024
Certification	Controlled	English	Finalized	MN	1/7/2025
Certification	Controlled	English	Finalized	MN	1/16/2025
Certification	Controlled	English	Finalized	MN	1/28/2025
Renewal					
Testing	Public	English	Finalized	MN	2/11/2025
Certification	Public	English	Finalized	MN	3/27/2025
Certification	Controlled	English	Finalized	MN	3/27/2025
Certification	Controlled	English	Finalized	MN	4/8/2025
Renewal					
Testing	Controlled	English	Finalized	MN	4/11/2025
Certification	Controlled	English	Finalized	MN	4/14/2025
Certification	Controlled	English	Finalized	MN	4/15/2025
Certification	Public	English	Finalized	MN	4/23/2025
Certification	Controlled	English	Finalized	MN	4/24/2025
Certification	Controlled	English	Finalized	MN	4/30/2025
Renewal					
Testing	Public	English	Finalized	MN	5/8/2025
Certification	Controlled	English	Finalized	MN	5/12/2025
Certification	Controlled	English	Finalized	MN	5/14/2025
Certification	Public	English	Finalized	MN	5/28/2025
Certification	Controlled	English	Active	MN	6/10/2025
Certification	Controlled	English	Active	MN	6/16/2025
Certification	Controlled	English	Active	MN	6/25/2025

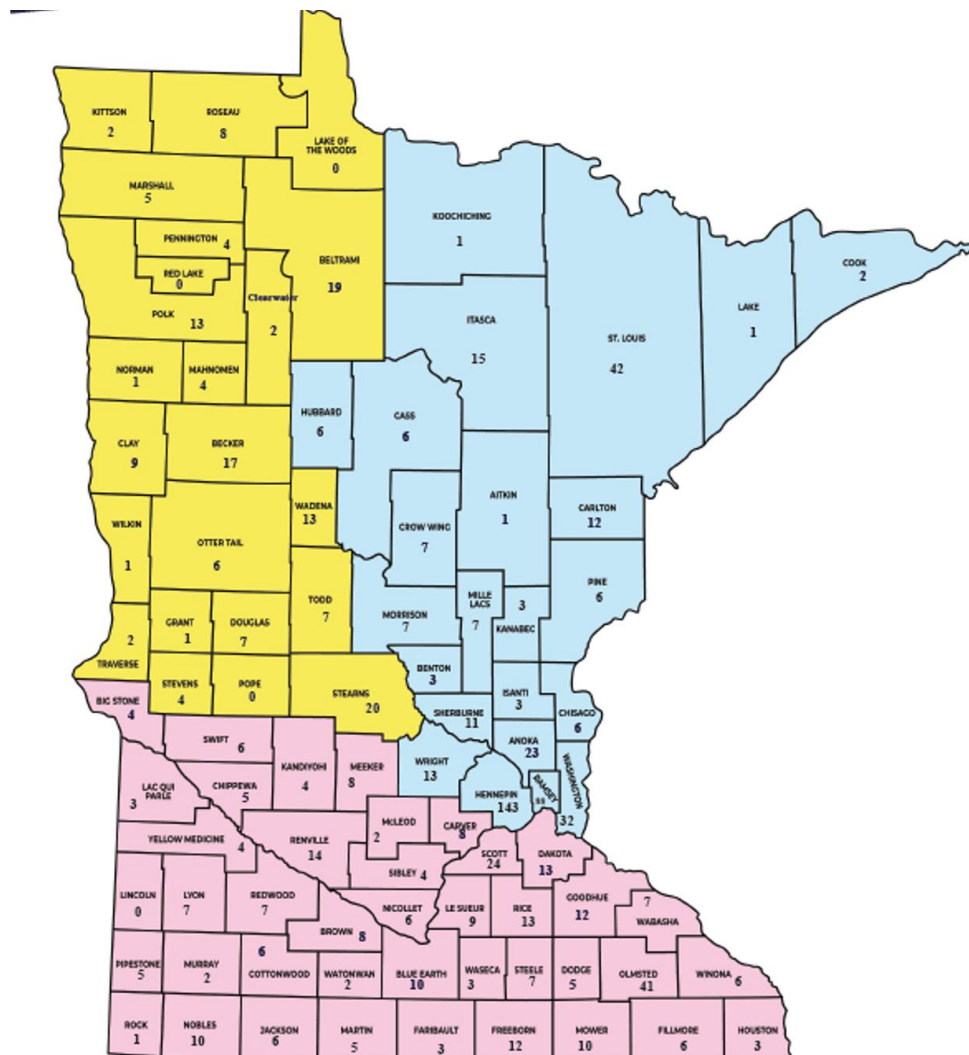
Certification Renewal	Public	English	Active	MN	7/8/2025
Testing	Public	English	Active	MN	7/17/2025
Certification	Controlled	English	Active	MN	8/18/2025
Certification	Public	English	Active	MN	8/25/2025
Certification	Controlled	English	Active	MN	9/10/2025
Certification	Controlled	English	Active	MN	9/16/2025

Minnesota's FFY 2026 recruitment and training objectives are twofold: 1) to sustain the state's strong network of child passenger safety technicians by supporting training opportunities for both new and recertifying technicians, and 2) to strategically increase recruitment efforts in counties with a low number of certified technicians.

**405(b) Occupant Protection** – additional information as requested.

Minnesota's FFY 2026 recruitment and training objectives are twofold: 1) to sustain the state's strong network of 887 child passenger safety technicians by supporting training opportunities for both new and recertifying technicians, and 2) to strategically increase recruitment efforts in counties with a low number of certified technicians.

- Below is the current map of the 887 certified CPS Technicians in our 87 counties
- **FYE 2026 goal is to host 30 new CPS Technician Certification courses state with the goal of training 125 new technicians.**



Based on this definition, the MN State Demographer’s Office analyzed each county to determine the combinations of census tract types in each county to be entirely rural, town/rural mix, urban/town/rural mix or entirely urban. In the table below, the thirty-eight counties categorized as “entirely urban” or “urban/town/rural mix” are highlighted in blue. As the table below shows, 54 fitting stations are in urban counties and 36 are in rural counties.

Minnesota Car Seat Education & Distribution Programs, Serving Urban & Rural Counties, 2025-2026								
County	Total Population*	% Urban	% Rural	# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Education & Distribution Programs
				Urban	Rural	Minority	Low Income	
Aitkin	16,104		100%		0			0
Anoka	371,269	100%		3				5
Becker	35,288			1				1
Beltrami	46,719				2			2
Benton	41,599			2				0
Big Stone	5,114		100%		1			1
Blue Earth	70,291	100%		1				3
Brown	25,626				1			1
Carlton	36,823			1				1
Carver	113,332	100%		1				2
Cass	31,448				1			1
				# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Education & Distribution Programs
	Total	%	%	Urban	Rural	Minority	Low Income	
Chippewa	12,172				1			1
Chisago	58,536	100%		0				0
Clay	66,258	100%		0				1

					0			1
<b>Clearwater</b>	8,644				0			1
<b>Cook</b>	5,638		100%		1			2
<b>Cottonwood</b>	11,320				1			1
<b>Crow Wing</b>	68,306				2			2
<b>Dakota</b>	449,658	100%		5				0
<b>Dodge</b>	21,088	100%		0				1
<b>Douglas</b>	39,953				2			2
<b>Faribault</b>	13,875				0			0
<b>Fillmore</b>	21,524			1				1
<b>Freeborn</b>	30,513				0			0
<b>Goodhue</b>	48,040			1				2
<b>Grant</b>	6,139		100%		1			0
<b>Hennepin</b>	1,297,847	100%		9				5
<b>Houston</b>	18,582			1				1
<b>Hubbard</b>	22,132				0			1
<b>Isanti</b>	43,182			2				0
<b>Itasca</b>	45,368				0			2
<b>Jackson</b>	9,917				1			0
<b>Kanabec</b>	16,604			1				1
<b>Kandiyohi</b>	43,813				1			1
<b>Kittson</b>	4,058		100%		1			1
<b>Koochiching</b>	11,799				0			0
<b>Lac qui Parle</b>	6,630		100%		1			1

Lake	10,854				0			0
Lake of the Woods	3,779		100%		0			0
Le Sueur	29,255			1				1
Lincoln	5,523		100%		0			0
Lyon	25,427				0			1
McLeod	36,882			1				1

Mahnomen	5,281		100%		1			0
Marshall	8,816			1				1
Martin	19,656				0			0
Meeker	23,490				1			1
Mille Lacs	27,428			0				0
Morrison	34,249				1			0

				# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Education & Distribution Programs
	Total	%	%	Urban	Rural	Minority	Low Income	
County	Population*	Urban	Rural	Urban	Rural	Minority	Low Income	
Mower	40,035			1				2
Murray	8,050		100%		0			0
Nicollet	34,242			0				1
Nobles	21,728				0			1
Norman	6,328		100%		1			1
Olmsted	164,785	100%		1				1
Otter Tail	60,633				1			1
Pennington	13,712				1			1
Pine	30,204			0				0
Pipestone	9,246				1			0
Polk	30,411			2				1
Pope	11,399				1			0
Ramsey	553,409	100%		4				3
Red Lake	3,910		100%		1			0
Redwood	15,288				0			1
Renville	14,348		100%		2			3
Rice	67,946			1				1

Rock	9,551			0			0
Roseau	15,249				1		1
Saint Louis	200,516			2			3
Scott	156,529	100%		2			3
Sherburne	102,206	100%		1			1
Sibley	15,084			0			0
Stearns	160,981			4			2
Steele	37,422				1		1
Stevens	9,727				2		1
Swift	9,717				0		1
Todd	25,673				1		2
Traverse	3,138		100%		1		0
Wabasha	21,681			0			2
Wadena	14,240				0		1
Waseca	18,994			1			1

Washington	280,411	100%		1			3
Watsonwan	11,077				1		1
Wilkin	6,330				1		1
Winona	49,721			1			1
Wright	151,149			1			1
Yellow Medicine	9,467				0		1
TOTAL							
TOTAL Inspection Stations				53	36		93

Source: MN State Demographic Center, County Data, Latest annual estimates of Minnesota and its eighty-seven counties' populations and households, 2023 (<https://mn.gov/admin/demography/data-by-topic/population-data/our-estimates/>)

Notes: Counties classified as Urban are highlighted in blue, as noted in Figure 27, categorizations based on an analysis of rural-urban commuting areas at each county's census tract level with data from the MN State Demographic Office (<https://www.ruralmn.org/the-state-of-rural-2025/>)

Information on inspection stations that focus on underserved populations is only available for those receiving free car seats through the OTS distribution program. Information on all inspection stations is available at <https://buckleupmn.org/infants-children/get-my-car-seat-checked/>

Information on Car Seat Education & Distribution Programs is based on who received car seats through the OTS distribution program, awarded May 2024. Funding for these car seats is provided by seat belt or child restraint citations issued in the state. Seats distributed from this program go to low-income families who live in MN using the guideline of 200% of the federal poverty guidelines or less. Each seat distributed includes an educational component and installation assistance.



## Appendix 2 – Traffic Records

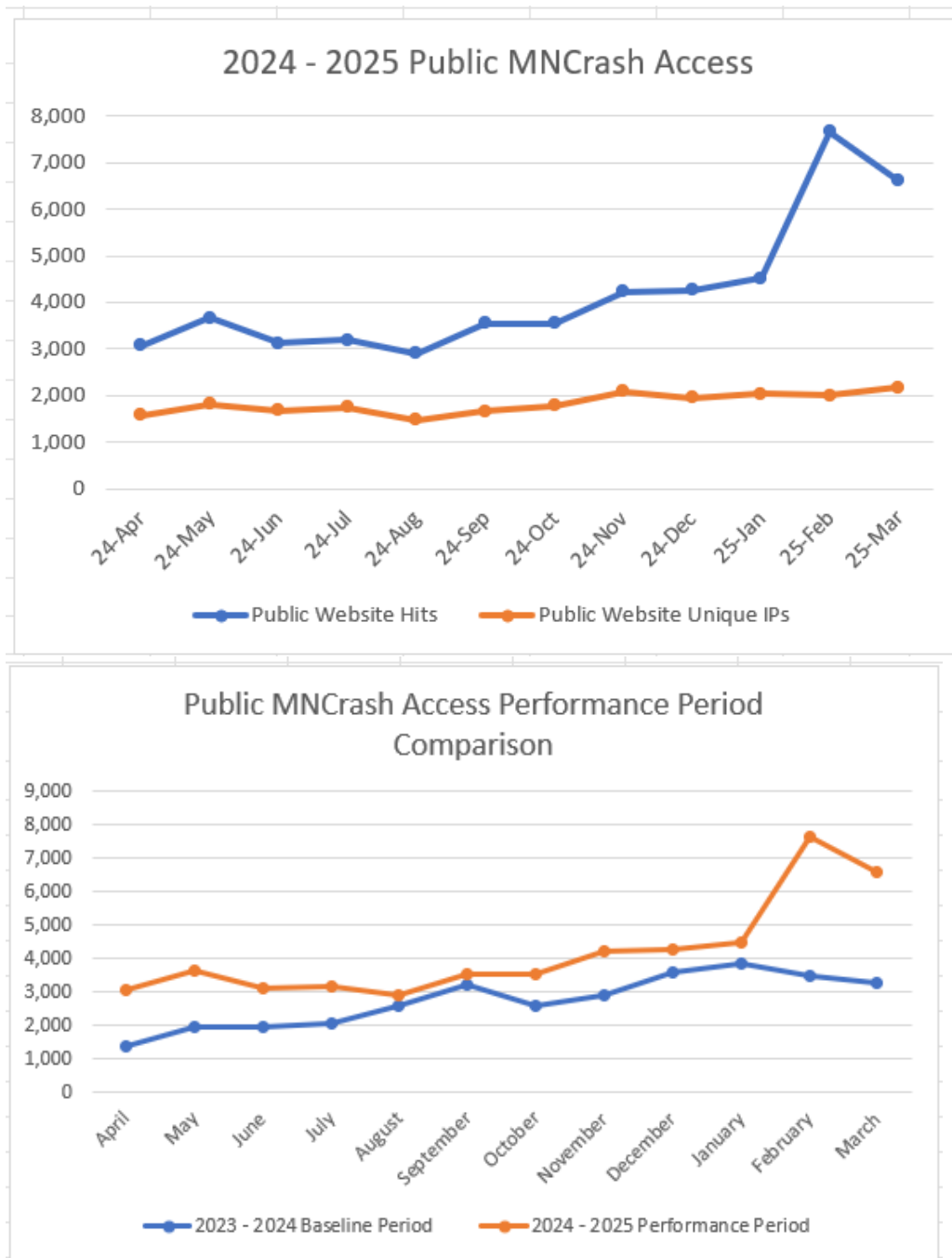
### Section 405 Grant Application 405(c) State Data Systems Improvements

During the performance period from April 1, 2024 to March 31, 2025, Minnesota Office of Traffic Safety (OTS) has implemented several key enhancements to our MNCrash reporting system, improving both user experience for law enforcement and the quality of data. Notable updates include:

- Integration of satellite imagery in crash diagrams for greater accuracy and efficiency.
- Clearer guidance text in help boxes for witness and property owner fields.
- Audit capabilities added to the injury decision aid for targeted training and feedback for administrators.
- Logic improvements to prevent contradictory data entries.
- Streamlined process and clearer language guiding officers for recommending driver re-examination to Minnesota Driver and Vehicle Services (DVS).

OTS has also seen a significant increase in visits to our public MNCrash data site, from 32,906 visits (17,105 unique IPs) in the previous period to 50,347 visits (21,956 unique IPs) during the April 1, 2024–March 31, 2025 performance period—a 53% increase. This growth underscores the site’s value to traffic safety professionals, researchers, educators, media, and the public.

2024 - 2025 MNCrash Public Website Unique Hits		
Month/Year	Public Website Hits	Public Website Unique IPs
24-Apr	3,075	1,579
24-May	3,667	1,813
24-Jun	3,128	1,671
24-Jul	3,195	1,747
24-Aug	2,910	1,472
24-Sep	3,548	1,659
24-Oct	3,544	1,784
24-Nov	4,236	2,085
24-Dec	4,265	1,950
25-Jan	4,514	2,029
25-Feb	7,660	1,997
25-Mar	6,605	2,170
Total	50,347	21,956



Additionally, OTS has upgraded the Road Safety Information Center (RSIC), enhancing both public and internal platforms. The public site offers improved crash data visualizations, GIS mapping, and export tools for researchers, industry professionals, and the public. The internal platform adds advanced filtering, modeling, and analysis capabilities for state and internal experts. Key enhancements include:

- Enhanced filtering tools and improved user experience.
- Expanded search and export parameters.
- Integration of court citation data.
- Exploratory analysis of datasets including court citation data and Real-time Officer Activity Report (ROAR) data.

## Appendix 3 – Impaired Driving

### Section 405 Grant Application

#### 405(d) Impaired Driving

For FFY 2026, Minnesota qualifies as a low-range State as determined by NHTSA. Appendix B provides the required assurances that Minnesota will use the funds awarded only for the implementation and enforcement of authorized programs.

## Appendix 4 – Distracted Driving

### Section 405 Grant Application

#### 405(e) Distracted Driving

**Sample Distracted driving questions from the State driver's license examination:**

**Question used in Minnesota drivers written exam:**

**True or False:**

**Eating a sandwich while driving is considered distracted driving?**

#### **MMUCC Compliance:**

Minnesota conforms its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., the State's most recent crash report with distracted driving data element(s)) within 30 days after notification of award.

Current values in Minnesota's crash reporting system:

OTS:DISTRACT (Person) Person.DistractedDrivingCde.

Distractions that may have affected performance.

1 = Not Distracted

2 = Manually Operating an Electronic Communication Device (texting, typing, dialing)

3 = Talking on Hands-Free Electronic Device

4 = Talking on Hand-Held Electronic Device

5 = Other Activity, Electronic Device

6 = Passenger

7 = Other Inside the Vehicle (eating, personal hygiene, etc.)

8 = Outside the Vehicle (includes unspecified external distractions) 99 = Unknown

MMUCC 6:

Attribute Values:

Select 1

- Not Distracted
- Texting or Manually Operating a Mobile Electronic Device
- Talking/Listening on Hands-Free Mobile Electronic Device
- Talking/Listening on Hand-Held Mobile Electronic Device
- Unknown Use of a Mobile Electronic Device
- Vehicle-Integrated Device or Controls (e.g., navigation screen, audio, climate controls, windows)
- Passenger(s)
- Other Inside Vehicle (e.g., Eating, Smoking)
- Other Outside Vehicle (e.g., Outside Person, Object, or Event)
- Distracted, Details Unknown
- Unknown if Distracted

# APPENDIX 5

## MOTORCYCLE SAFETY

### Section 405 Grant Application

#### 405(f) Motorcyclist Safety

##### Motorcycle Rider Training Course

The Minnesota Department of Public Safety/Office of Traffic Safety contracts with the Minnesota State College & University (MNSCU) System to manage motorcycle rider education and training throughout Minnesota. The Motorcycle Safety Foundation's Basic Rider Course curriculum is delivered statewide. MSF is a national leader in motorcycle safety, education and training. In addition to course enrollment fees, a portion of the motorcycle license and registration fees collected by the state are set aside to fund these training programs. No NHTSA funds are used to fund these projects.

Currently, there are 20 counties with training sites where motorcycle rider training courses will be conducted during FFY 2025. Historically these 20 counties account for approximately 60% of the motorcycle registrations in the state, demonstrating excellent coverage for the program and compliance with Section 405(f) Motorcyclist Safety Criterion: **Motorcycle Riding Training Course.**

**Multi-Vehicle Fatal and Serious Injury Crashes  
Involving at Least One Motorcycle by Minnesota County, 2024 (preliminary)  
Ranked by All Fatalities and Serious Injuries**

Rank	County	Fatal Crashes	Serious Injury Crashes	Fatal & Serious Injury Crashes	Percent of Total	Cumulative
1	Hennepin	15	38	53	14.0%	14.0%
2	Anoka	6	21	27	7.1%	21.1%
3	Ramsey	4	21	25	6.6%	27.7%
4	Dakota	1	16	17	4.5%	32.2%
5	Washington	2	14	16	4.2%	36.4%
6	Wright	3	10	13	3.4%	39.8%
7	Olmsted	1	11	12	3.2%	43.0%
8	St. Louis	2	9	11	2.9%	45.9%
9	Sherburne	1	9	10	2.6%	48.5%
10	Goodhue	0	9	9	2.4%	50.9%
10	Rice	1	8	9	2.4%	53.3%
12	Blue Earth	0	8	8	2.1%	55.4%
12	Morrison	3	5	8	2.1%	57.5%
12	Stearns	2	6	8	2.1%	59.6%
15	Crow Wing	0	7	7	1.8%	61.5%
15	Isanti	3	4	7	1.8%	63.3%
15	Otter Tail	3	4	7	1.8%	65.2%
15	Scott	1	6	7	1.8%	67.0%
19	Carver	2	4	6	1.6%	68.6%
19	Cass	2	4	6	1.6%	70.2%
19	Fillmore	1	5	6	1.6%	71.8%
19	Freeborn	0	6	6	1.6%	73.4%
19	Nicollet	0	6	6	1.6%	74.9%
24	Benton	0	5	5	1.3%	76.3%
24	Pine	1	4	5	1.3%	77.6%
26	Aitkin	2	2	4	1.1%	78.6%
26	Chisago	2	2	4	1.1%	79.7%
26	Dodge	0	4	4	1.1%	80.7%
26	Le Sueur	0	4	4	1.1%	81.8%
26	Winona	2	2	4	1.1%	82.8%
31	Becker	1	2	3	0.8%	83.6%
31	Carlton	0	3	3	0.8%	84.4%
31	Houston	1	2	3	0.8%	85.2%
31	Steele	2	1	3	0.8%	86.0%

31	Wadena	1	2	3	0.8%	86.8%
36	Beltrami	0	2	2	0.5%	87.3%
36	Chippewa	0	2	2	0.5%	87.9%
36	Cook	0	2	2	0.5%	88.4%
36	Douglas	0	2	2	0.5%	88.9%
36	Faribault	1	1	2	0.5%	89.4%
36	Hubbard	0	2	2	0.5%	90.0%
36	Itasca	0	2	2	0.5%	90.5%
36	Kandiyohi	0	2	2	0.5%	91.0%
36	Koochiching	0	2	2	0.5%	91.6%
36	Lincoln	1	1	2	0.5%	92.1%
36	Lyon	1	1	2	0.5%	92.6%
36	Martin	0	2	2	0.5%	93.1%
36	Mille Lacs	0	2	2	0.5%	93.7%
36	Sibley	0	2	2	0.5%	94.2%
36	Todd	1	1	2	0.5%	94.7%
36	Watsonwan	0	2	2	0.5%	95.3%
52	Brown	1	0	1	0.3%	95.5%
52	Clay	0	1	1	0.3%	95.8%
52	Grant	0	1	1	0.3%	96.0%
52	Kanabec	0	1	1	0.3%	96.3%
52	Lac Qui Parle	0	1	1	0.3%	96.6%
52	Lake	1	0	1	0.3%	96.8%
52	Marshall	0	1	1	0.3%	97.1%
52	Mower	0	1	1	0.3%	97.4%
52	Murray	0	1	1	0.3%	97.6%
52	Nobles	0	1	1	0.3%	97.9%
52	Polk	0	1	1	0.3%	98.2%
52	Renville	0	1	1	0.3%	98.4%
52	Rock	1	0	1	0.3%	98.7%
52	Roseau	0	1	1	0.3%	98.9%
52	Wabasha	0	1	1	0.3%	99.2%
52	Waseca	0	1	1	0.3%	99.5%
52	Wilkin	0	1	1	0.3%	99.7%
52	Yellow Medicine	0	1	1	0.3%	100.0%
Total		72	307	379	100.0%	

- \* These seven counties make up the Minneapolis/St. Paul (Twin Cities) metropolitan region.

*Sources: State of Minnesota (dent data, MN Office of Traffic Safety including FARS data.)*

The road test waiver offered by Minnesota's rider training program provides an additional incentive for new and returning motorcyclists to complete a motorcycle rider education course to become licensed operators without having to take a DMV road test. From 2020 to 2024, approximately 85-88% of all new motorcycle licenses were issued to graduates of the rider training program who were eligible for endorsement.-

Maintaining the quality of the instructor pool in terms of skills, knowledge and motivation is a challenge in every program. To maintain a high-quality program, Minnesota will continue to use a variety of outreach methods, including newsletters, professional development workshops and newsletters to improve the quality of instruction and aid in the retention of qualified instructors.

### **Motorcyclist Awareness Program**

Communication strategies and outreach activities directed toward the other drivers who share the road with motorcyclists are very important for improving motorcycle safety. In addition to statewide efforts, the counties within Minnesota that have been identified as having the highest numbers of fatal and personal injury crashes involving a motorcycle and another motor vehicle will be the primary focus of the activities conducted under this program in FFY 2026. Based on 2024 state crash data, the counties that collectively accounted for the majority (over 56%) of fatal and personal injury crashes involving a motorcycle and another vehicle are all in the twin cities metropolitan area. This area includes the following metro regions: Ramsey, Hennepin, Dakota, Anoka, Carver and Washington counties in Minnesota.

Projects that raise motorist awareness of the need to watch for motorcycles in traffic and educate the general driving population on how to share the road safely with motorcycles will be supported under the Minnesota Motorcycle Safety Plan. These efforts include Minnesota's participation in the national initiative recognizing May as Motorcycle Safety Awareness Month, the use of variable message signs promoting motorcycle safety and public awareness campaigns, and public information and education materials that promote the Share the Road message.

The MN Motorcycle Safety Advisory Task Force (mandated by state statute to provide a voice for motorcyclists throughout Minnesota) will continue to be an integral part of the safety campaigns, messaging, and provide direct input to the state by its appointed membership.

Outreach efforts to enhance driver awareness of motorcycles will also continue to be considered for funding. Examples include attendance at auto shows, fairs and other public events; presentations to driver education classes; and the use of social media to reach general and targeted audiences. The development of materials that can be distributed to various audiences and through other channels will also be supported.



Some specific examples of the motorist awareness communications and outreach that will be conducted in FFY 2026 include the following:

- A Motorcycle Safety Awareness Month press event will be held in a county that experiences a high rate of motorcycle crashes, injuries and fatalities.
- Variable Message Signs will be displayed during popular motorcycle-related rallies and events to alert drivers of increased motorcycle traffic.
- The Minnesota Motorcycle Safety Center will participate in motorcycle safety and awareness outreach by attending area auto/motorcycle shows and other relevant events throughout the state.
- The Minnesota Motorcycle Safety Center will partner with Driver & Vehicle Services (DVS) to conduct evening testing for endorsements to better meet the demand of Minnesotans looking to obtain their motorcycle endorsement.
- New motorcycle safety and awareness materials will be developed and distributed at a minimum of three traffic safety events as well as to county DVS and other traffic safety partners.

A detailed list of projects demonstrating that Minnesota will implement data-driven programs in a majority of counties where the incidence of crashes involving a motorcycle, and another motor vehicle is highest is presented in the Project and Subrecipient Information section of the FFY 2024 Annual Grant Application.

### Fatal and Serious Injury Crashes Involving at Least One Motorcycle by Minnesota County - 2024 (preliminary)

RANK	COUNTY	FATAL CRASHES	FATAL CRASHES Motorcyclist Had Been Drinking	FATAL CRASHES Motorcyclist Had BAC of ≥ .08	SERIOUS INJURY Crashes	SERIOUS INJURY Motorcyclists Had Been Drinking	SERIOUS INJURY Where Motorcyclist Had a BAC of ≥ .08	FATAL & SERIOUS Injury Crashes	COUNTY Training Sites	COUNTY Course Attendance
1	Hennepin	15	1	2	38	8	2	53	2	673
2	Anoka	6	2	2	21	2	1	27	1	307
3	Ramsey	4	2	2	21	1	0	25	1	779
4	Dakota	1	0	0	16	2	0	17	1	392
5	Washington	2	0	0	14	7	0	16		*
6	Wright	3	1	1	10	1	0	13		**
7	Olmsted	1	0	0	11	2	0	12	1	147
8	St. Louis	2	0	0	9	0	0	11	1	138
9	Sherburne	1	0	0	9	3	0	10		***
10	Goodhue	0			9	1	1	9	1	****
10	Rice	1	1	1	8	1	0	9		
12	Stearns	2	2	0	6	3	0	8	1	163
12	Blue Earth	0			8	3	0	8	1	96
12	Morrison	3	1	1	5	0	0	8		
15	Crow Wing	0			7	1	0	7	1	142
15	Isanti	3	1	0	4	0	0	7		
15	Otter Tail	3	0	0	4	1	0	7		
15	Scott	1	1	1	6	1	1	7		
19	Freeborn	0			6	0	0	6	1	43
19	Carver	2	2	0	4	1	0	6		
19	Cass	2	1	0	4	0	0	6		
19	Fillmore	1	0	0	5	1	0	6		
19	Nicollet	0			6	3	0	6		
24	Pine	1	0	0	4	1	1	5	1	99
24	Benton	0			5	3	1	5		
26	Winona	2	1	1	2	0	0	4	1	112
26	Aitkin	2	0	0	2	0	0	4		
26	Chisago	2	1	0	2	0	0	4		
26	Dodge	0			4	1	0	4		
26	Le Sueur	0			4	1	0	4		
31	Becker	1	0	0	2	0	0	3	1	90
31	Carlton	0			3	0	0	3		
31	Houston	1	1	0	2	0	0	3		
31	Steele	2	0	0	1	0	0	3		
31	Wadena	1	1	0	2	0	0	3		
36	Kandiyohi	0			2	1	0	2	2	188
36	Beltrami	0			2	0	0	2	1	105
36	Douglas	0			2	0	0	2	1	83
36	Chippewa	0			2	0	0	2		
36	Cook	0			2	0	0	2		
36	Faribault	1	0	0	1	0	0	2		
36	Hubbard	0			2	0	0	2		
36	Itasca	0			2	0	0	2		
36	Koochiching	0			2	1	0	2		
36	Lincoln	1	1	0	1	0	0	2		
36	Lyon	1	1	0	1	0	0	2		
36	Martin	0			2	0	0	2		
36	Mille Lacs	0			2	1	1	2		
36	Sibley	0			2	0	0	2		
36	Todd	1	1	1	1	1	0	2		
36	Watonwan	0			2	0	0	2		
52	Nobles	0			1	0	0	1	1	47
52	Brown	1	0	0	0			1		
52	Clay	0			1	0	0	1	1	
52	Grant	0			1	0	0	1		
52	Kanabec	0			1	0	0	1		

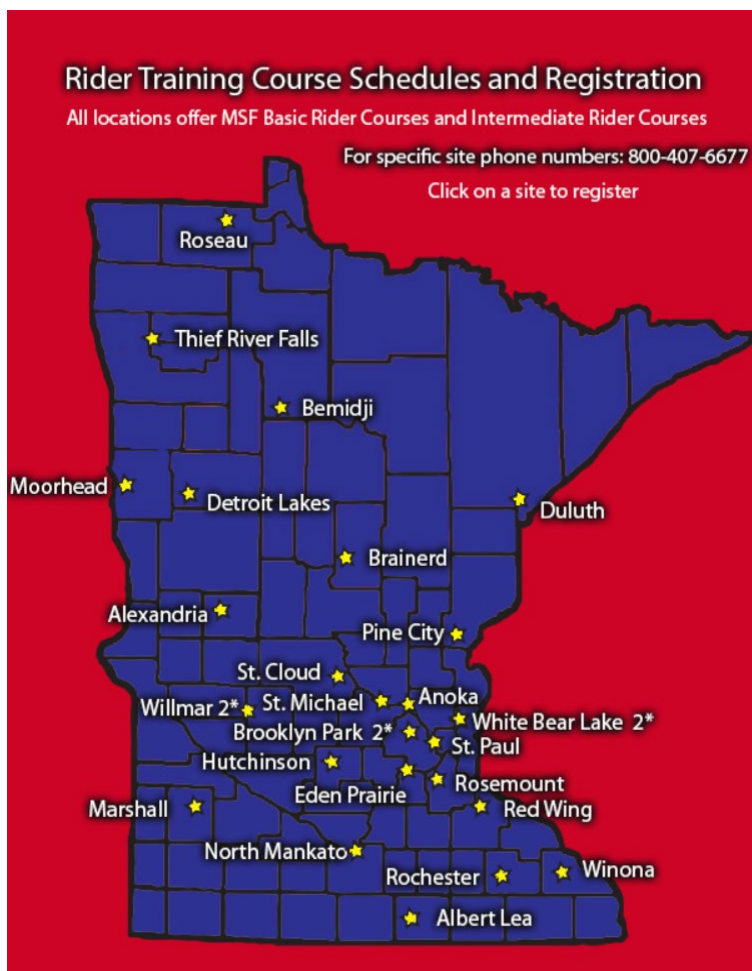
52	Lac Qui Parle	0			1	0	0	1
52	Lake	1	0	0	0			1
52	Marshall	0			1	1	0	1
52	Mower	0			1	0	0	1
52	Murray	0			1	0	0	1
52	Polk	0			1	1	0	1
52	Renville	0			1	1	1	1
52	Rock	1	0	0	0			1
52	Roseau	0			1	0	0	1
52	Wabasha	0			1	0	0	1
52	Waseca	0			1	0	0	1
52	Wilkin	0			1	0	0	1
52	Yellow Medicine	0			1	1	0	1
Total		72	27	12	307	56	9	379
								21
								3604

18 Counties had no fatal or serious injury crashes that met this criteria in 2024.

- \* Included w/Ramsey County
- \*\* Included w/Hennepin County
- \*\*\* Included w/Stearns County
- \*\*\*\* Included w/Winona County

- The map below indicates our statewide training sites as outlined above. These sites are managed by our State College and University System. Most sites are permanent locations with some used on a temporary basis for better availability across the state.

[motorcyclesafety.org](http://motorcyclesafety.org)



The state has an annual media budget of \$175,000 for motorcycle related messaging. Several types of mediums are used in this campaign, including collateral materials,

- web/online, billboards and printed ads. An emphasis is centered around those counties where the crashes are higher, especially in the seven county metropolitan region as detailed above.

- These media funds cover overall motorist awareness, motorcycle safety, and motorcycle training . The training courses component covers our basic rider (includes possible licensure), intermediate for returning riders and advanced/expert courses for those looking for a more in-depth challenge to improve their skillset.
- In addition to the above, a one-time \$200,000 allotment was created to produce, promote, and educate all motorists for the new (July 1st, 2025) Lane Splitting/Filtering legislation. This campaign centered around the proper use and legal permissions of the new law.

**Multi-Vehicle Fatal and Serious Injury Crashes Involving at Least One Motorcycle by Minnesota County, 2024 (preliminary)**

Rank	County	Fatal Crashes	Serious Injury Crashes	Fatal & Serious Injury	Percent of	
				Crashes	Total	Cumulative
1	Hennepin	9	26	35	19.9%	19.9%
2	Anoka	5	12	17	9.7%	29.5%
3	Ramsey	2	14	16	9.1%	38.6%
4	Dakota	1	11	12	6.8%	45.5%
5	Washington	2	7	9	5.1%	50.6%
6	St. Louis	2	5	7	4.0%	54.5%
7	Olmsted	0	6	6	3.4%	58.0%
7	Wright	2	4	6	3.4%	61.4%
9	Blue Earth	0	4	4	2.3%	63.6%
9	Otter Tail	2	2	4	2.3%	65.9%
9	Rice	0	4	4	2.3%	68.2%
9	Scott	1	3	4	2.3%	70.5%
9	Stearns	1	3	4	2.3%	72.7%
14	Freeborn	0	3	3	1.7%	74.4%
14	Goodhue	0	3	3	1.7%	76.1%
14	Morrison	3	0	3	1.7%	77.8%
17	Benton	0	2	2	1.1%	79.0%
17	Carver	1	1	2	1.1%	80.1%
17	Crow Wing	0	2	2	1.1%	81.3%
17	Houston	1	1	2	1.1%	82.4%
17	Itasca	0	2	2	1.1%	83.5%
17	Le Sueur	0	2	2	1.1%	84.7%
17	Nicollet	0	2	2	1.1%	85.8%
17	Pine	0	2	2	1.1%	86.9%
17	Sherburne	1	1	2	1.1%	88.1%
17	Steele	1	1	2	1.1%	89.2%
27	Aitkin	1	0	1	0.6%	89.8%
27	Becker	1	0	1	0.6%	90.3%
27	Beltrami	0	1	1	0.6%	90.9%
27	Cass	1	0	1	0.6%	91.5%
27	Chisago	0	1	1	0.6%	92.0%
27	Clay	0	1	1	0.6%	92.6%
27	Cook	0	1	1	0.6%	93.2%
27	Dodge	0	1	1	0.6%	93.8%
27	Fillmore	0	1	1	0.6%	94.3%
27	Grant	0	1	1	0.6%	94.9%
27	Isanti	1	0	1	0.6%	95.5%
27	Mower	0	1	1	0.6%	96.0%
27	Rock	1	0	1	0.6%	96.6%
27	Sibley	0	1	1	0.6%	97.2%
27	Wadena	1	0	1	0.6%	97.7%
27	Waseca	0	1	1	0.6%	98.3%
27	Watonwan	0	1	1	0.6%	98.9%
27	Wilkin	0	1	1	0.6%	99.4%

27 Winona	0	1	1	0.6%	100.0%
Total	40	136	176	100.0%	

42 Counties had no fatal or serious injury crashes that met this criteria in 2024.

# Fatal and Serious Injury Crashes Involving at Least One Motorcycle by Minnesota County, 2024 (preliminary)

Rank	County	Fatal Crashes	Serious Injury Crashes	Fatal & Serious Injury Crashes	Percent of Total	Cumulative
	1 Hennepin	15	38	53	14.0%	14.0%
	2 Anoka	6	21	27	7.1%	21.1%
	3 Ramsey	4	21	25	6.6%	27.7%
	4 Dakota	1	16	17	4.5%	32.2%
	5 Washington	2	14	16	4.2%	36.4%
	6 Wright	3	10	13	3.4%	39.8%
	7 Olmsted	1	11	12	3.2%	43.0%
	8 St. Louis	2	9	11	2.9%	45.9%
	9 Sherburne	1	9	10	2.6%	48.5%
	10 Goodhue	0	9	9	2.4%	50.9%
	10 Rice	1	8	9	2.4%	53.3%
	12 Blue Earth	0	8	8	2.1%	55.4%
	12 Morrison	3	5	8	2.1%	57.5%
	12 Stearns	2	6	8	2.1%	59.6%
	15 Crow Wing	0	7	7	1.8%	61.5%
	15 Isanti	3	4	7	1.8%	63.3%
	15 Otter Tail	3	4	7	1.8%	65.2%
	15 Scott	1	6	7	1.8%	67.0%
	19 Carver	2	4	6	1.6%	68.6%
	19 Cass	2	4	6	1.6%	70.2%
	19 Fillmore	1	5	6	1.6%	71.8%
	19 Freeborn	0	6	6	1.6%	73.4%
	19 Nicollet	0	6	6	1.6%	74.9%
	24 Benton	0	5	5	1.3%	76.3%
	24 Pine	1	4	5	1.3%	77.6%
	26 Aitkin	2	2	4	1.1%	78.6%
	26 Chisago	2	2	4	1.1%	79.7%
	26 Dodge	0	4	4	1.1%	80.7%
	26 Le Sueur	0	4	4	1.1%	81.8%
	26 Winona	2	2	4	1.1%	82.8%
	31 Becker	1	2	3	0.8%	83.6%
	31 Carlton	0	3	3	0.8%	84.4%
	31 Houston	1	2	3	0.8%	85.2%
	31 Steele	2	1	3	0.8%	86.0%
	31 Wadena	1	2	3	0.8%	86.8%
	36 Beltrami	0	2	2	0.5%	87.3%
	36 Chippewa	0	2	2	0.5%	87.9%
	36 Cook	0	2	2	0.5%	88.4%
	36 Douglas	0	2	2	0.5%	88.9%

36 Faribault	1	1	2	0.5%	89.4%
36 Hubbard	0	2	2	0.5%	90.0%
36 Itasca	0	2	2	0.5%	90.5%
36 Kandiyohi	0	2	2	0.5%	91.0%
36 Koochiching	0	2	2	0.5%	91.6%
36 Lincoln	1	1	2	0.5%	92.1%
36 Lyon	1	1	2	0.5%	92.6%
36 Martin	0	2	2	0.5%	93.1%
36 Mille Lacs	0	2	2	0.5%	93.7%
36 Sibley	0	2	2	0.5%	94.2%
36 Todd	1	1	2	0.5%	94.7%
36 Watonwan	0	2	2	0.5%	95.3%
52 Brown	1	0	1	0.3%	95.5%
52 Clay	0	1	1	0.3%	95.8%
52 Grant	0	1	1	0.3%	96.0%
52 Kanabec	0	1	1	0.3%	96.3%
52 Lac Qui Parle	0	1	1	0.3%	96.6%
52 Lake	1	0	1	0.3%	96.8%
52 Marshall	0	1	1	0.3%	97.1%
52 Mower	0	1	1	0.3%	97.4%
52 Murray	0	1	1	0.3%	97.6%
52 Nobles	0	1	1	0.3%	97.9%
52 Polk	0	1	1	0.3%	98.2%
52 Renville	0	1	1	0.3%	98.4%
52 Rock	1	0	1	0.3%	98.7%
52 Roseau	0	1	1	0.3%	98.9%
52 Wabasha	0	1	1	0.3%	99.2%
52 Waseca	0	1	1	0.3%	99.5%
52 Wilkin	0	1	1	0.3%	99.7%
52 Yellow Medicine	0	1	1	0.3%	100.0%
Total	72	307	379	100.0%	

18 Counties had no fatal or serious injury crashes that met this criteria in 2024.



# APPENDIX 6

## PREVENTING ROADSIDE DEATHS

### Section 405 Grant Application

#### 405(h) Preventing Roadside Deaths

Minnesota is applying for Section 405h funding for the Preventing Roadside Deaths Grant program.

In 2024, there were 2,303 traffic crashes in Minnesota construction zones on state routes resulting in 12 fatalities and 732 injuries. As roadway maintenance and construction efforts continue around Minnesota, drivers should expect to encounter a work zone at any time. The safety of vehicles and individuals stopped at the roadside remains a significant issue in Minnesota, particularly in construction zones and with highway workers, emergency responders, law enforcement officers, tow truck drivers and for drivers and passengers that become pedestrians when they exit their vehicles stopped on the roadside.

The following data-driven quantifiable and measurable triennial performance targets demonstrate improved or maintained performance over the three-year period of the Minnesota FY 2024-2026 3HSP:

#### Performance Measures and Targets

##### Performance Measure 1: Number of Fatalities in Construction Zone Crashes

Actual							5-year Avg	Projections (Targets)	
2018	2019	2020	2021	2022	2023	2024	2020-24	2025	2026
9	7	5	10	12	12	12	10	8	8

##### Performance Measure 2: Number of Injuries in Construction Zone Crashes

Actual							5-year Avg	Projections (Targets)	
2018	2019	2020	2021	2022	2023	2024	2020-24	2025	2026
796	810	656	814	606	635	732	689	663	643

Note: The most recent 5-year moving average results were used for the baseline and then projected targets for 2025 and 2026 were calculated starting from the baseline figure and applying a 3% reduction in the number from the prior year for performance measure 1 and a 3% reduction for performance measure 2.

## Countermeasure Strategy:

- Develop and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside. (Uniform Guidelines, No. 14 - Pedestrian and Bicycle Safety: Communication Program and Outreach Program)
- Countermeasure strategies supported from NHTSA's "Countermeasures That Work" that address the two primary crash factors involving roadside vehicles: speeding and impaired driving. Alcohol-Impaired Driving: 5.2 Mass Media Campaigns (3 stars) Speeding and Speed Management, Communications and Outreach: 4.1 Communication and Outreach Supporting Enforcement (3 stars)

Minnesota will identify, collect, and report State and local government data related to crashes involving vehicles and individuals stopped at the roadside. Funds will also be used to educate the public regarding the safety of vehicles and individuals in construction zones and those stopped at the roadside.

Throughout each program area, the need for education and outreach is noted as a strategy to assist in changing the behaviors of roadway users. Studies have shown that messages that are repeated, particularly from a credible source, are likely to facilitate changes in attitudes (Johnson and Watkins, 1970). Changing attitudes is an important step toward instilling a culture of traffic safety in our communities, and ultimately, changing behaviors.

**Paid/Relations and Creative Media:** Employing a strategic communications plan and supporting safety program activities for high visibility enforcement and behavioral norming at a state, county, and municipal level using current mass media. The media will be sensitive to the community feedback, culture, languages used, and other environmental issues.

In addition to broadcast/cable TV and radio, other media elements are used to reach the intended targets of each campaign. These include:

- Cinema advertising
- Digital billboards
- Gas station media – TV, fill boards, pump-toppers, concrete floor graphics
- Indoor displays in restaurants and restrooms
- Light rail train wraps, bus tails, bus kings, truck side wraps
- Out-of-home advertising
- Social media promoted posts (i.e., Facebook, Instagram and Twitter)

**Summary:** Minnesota is well-known for its exceptional traffic safety communications projects, carried out by the Department of Public Safety's Office of Communications. Media will be used in conjunction with enforcement, and statewide/national campaigns targeting seatbelt use, motorcycle awareness, move over law awareness, impaired driving, distracted driving, speeding and pedestrian safety.

**Purpose:** The Minnesota OTS project 26-08-01 (see below) includes developing creative messaging for impaired driving, seat belt use, motorcycle safety, speed, preventing roadside deaths and injuries, distracted driving, and pedestrian creative concepts to place across mediums approved by DPS/OTS.

## **Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Minnesota

Fiscal Year: 2026

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

### **GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
  - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

## **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

## **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

#### **THE DRUG-FREE WORKPLACE ACT OF 1988 ([41 U.S.C. 8103](#))**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  1. Abide by the terms of the statement;
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

### **POLITICAL ACTIVITY (HATCH ACT)**

**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

**(applies to subrecipients as well as States)**

### **CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a



Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING** **(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION** **(applies to subrecipients as well as States)**

#### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website ( <https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

## **CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

#### **PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE** **(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

#### **POLICY ON SEAT BELT USE**

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ( [www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.



## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

### **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
  8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

**[Click here to validate form fields and permit signature](#)**

**Michael J. Hanson**

Digitally signed by Michael J. Hanson  
Date: 2025.07.20 16:34:09 -05'00'

8/1/25

Signature Governor's Representative for Highway Safety

Date

Michael J. Hanson

Printed name of Governor's Representative for Highway Safety



## Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

*[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: \_\_\_\_\_

Fiscal Year: \_\_\_\_\_

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***Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.***

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### **PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))**

*[Check the box above **only** if applying for this grant.]*

#### **ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at \_\_\_\_\_ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at \_\_\_\_\_ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at \_\_\_\_\_ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at \_\_\_\_\_ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

## LOWER SEAT BELT USE STATES ONLY

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

- ☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*  
\_\_\_\_\_
- ☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date) and is in effect and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*
    - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;  
\_\_\_\_\_
    - Coverage of all passenger motor vehicles;  
\_\_\_\_\_
    - Minimum fine of at least \$25;  
\_\_\_\_\_
    - Exemptions from restraint requirements.  
\_\_\_\_\_
- ☐ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at \_\_\_\_\_ (location).
- ☐ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at \_\_\_\_\_ (location).
- ☐ The State's comprehensive occupant protection program is provided as follows:
  - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
  - Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);
  - The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
  - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

- ☐ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on \_\_\_\_\_ (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS ([23 CFR 1300.22](#))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- ☐ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- ☐ The State has designated a TRCC coordinator.
- ☐ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- ☐ [ *Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES ([23 CFR 1300.23\(D\)-\(F\)](#))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- ☐ The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box.]*

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
- ☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

#### **HIGH-RANGE STATE ONLY**

[ *Check one box below and fill in all blanks under that checked box.* ]

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date).  
Specifically:
- Annual grant application at \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
  - Annual grant application at \_\_\_\_\_ (location)  
addresses any related recommendations from the assessment of the State's impaired driving program;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.
- ☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

#### **PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))**

*[Check the box above only if applying for this grant.]*

*[Check one box below and fill in all blanks under that checked box.]*

- ☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citations:*
    - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
    - \_\_\_\_\_
    - Identify all alcohol-ignition interlock use exceptions.
    - \_\_\_\_\_
- ☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- 
- Identify all alcohol-ignition interlock use exceptions.
- 

- The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

- 
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- 
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
-

- Identify list of alcohol-ignition interlock program use violations;
- \_\_\_\_\_
- Identify all alcohol-ignition interlock use exceptions.
- \_\_\_\_\_

**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[ Check the box above only if applying for this grant.]*

*[ Fill in all blanks.]*

- ☐ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*

\_\_\_\_\_

*[ Check at least one of the boxes below and fill in all blanks under that checked box.]*

- ☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*

\_\_\_\_\_

- ☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- ☐ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

#### **DISTRACTED DRIVING AWARENESS GRANT**

- ☐ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ (location).

#### **DISTRACTED DRIVING LAW GRANTS**

- ☐ **Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citations:*
    - Prohibition on texting while driving;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from texting ban.  
\_\_\_\_\_
- ☐ **Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citations:*
    - Prohibition on handheld phone use;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from handheld phone use ban.  
\_\_\_\_\_
- ☐ **Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.



- *Legal citations:*
  - Prohibition on youth cell phone use while driving;  
\_\_\_\_\_
  - Definition of covered wireless communication devices;  
\_\_\_\_\_
  - Fine for an offense;  
\_\_\_\_\_
  - Exemptions from youth cell phone use ban  
\_\_\_\_\_
- ☐ **Prohibition on Viewing Devices While Driving**  
 The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant
  - *Legal citations:*
    - Prohibition on viewing devices while driving;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_

## **PART 7: MOTORCYCLIST SAFETY GRANTS ([23 CFR 1300.25](#))**

*[ Check the box above only if applying for this grant.]*

*[ Check at least 2 boxes below and fill in all blanks under those checked boxes only.]*

- ☐ **Motorcycle Rider Training Course**
  - The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_
  - The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:  
*[Check at least one of the following boxes below and fill in any blanks.]*
    - Motorcycle Safety Foundation Basic Rider Course;
    - TEAM OREGON Basic Rider Training;
    - Idaho STAR Basic I;
    - California Motorcyclist Safety Program Motorcyclist Training Course;
    - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
  - In the annual grant application at \_\_\_\_\_  
 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☐ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at \_\_\_\_\_ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☐ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):* \_\_\_\_\_

☐ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

☐ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at \_\_\_\_\_ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

☐ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

- Applying as a Law State—
  - The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.  
*Legal citation(s):*  
\_\_\_\_\_.

AND

The State's law appropriating funds for FY \_\_\_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.  
*Legal citation(s):*  
\_\_\_\_\_.

- Applying as a Data State—
  - Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

*[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]*

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at \_\_\_\_\_ (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at \_\_\_\_\_ (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

☐ **Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

- ☐ Applying as a law State—
  - ☐ The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - ☐ *Legal citation(s):* \_\_\_\_\_.
- ☐ Applying as a documentation State—
  - ☐ The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
  - ☐ Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

☐ **Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

- ☐ Applying as a law State—
  - ☐ The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

○ Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at

\_\_\_\_\_ (location).

○ Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at

\_\_\_\_\_ (location).

- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

\_\_\_\_\_ (location).

## **PART 11: RACIAL PROFILING DATA COLLECTION GRANTS ([23 CFR 1300.29](#))**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

- ☐ The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).
- ☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

*In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —*

- ☐ I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- ☐ As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- ☐ I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

*Michael J. Hanson*

\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety